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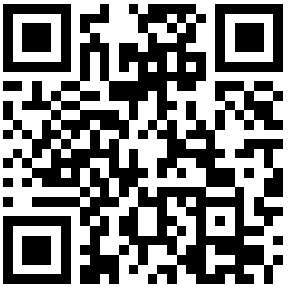

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THE "TOWN" CLASS DESTROYERS

THE STORY OF THE "FOUR-STACKERS"

RECORDS OF SERVICE OF THE FIFTY DESTROYERS TRANSFERRED FROM THE UNITED STATES NAVY TO THE ROYAL NAVY OR ROYAL CANADIAN NAVY IN SEPTEMBER, 1940, FOR SERVICE IN THE SECOND WORLD WAR

[Gt. Brit. Admiralty]

T.S.D. Historical Section
Admiralty
March, 1949

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Presented by

The Lords Commissioners of the Admiralty
to the Roosevelt Memorial Hyde Park
In Grateful Recollection of the Services to
the Allied Cause in the Second World War
of the Destroyer bearing the name Churchill

By Command of Their Lordships

John E. Long

Admiralty
London England
June 1949

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THE "TOWN" CLASS DESTROYERS

The Story of the "Four-Stackers"

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FOREWORD

IN the summer of 1940, the outlook for Great Britain in the Naval war was grim. French resistance had collapsed, following that of Norway, Belgium and Holland, and the Germans were in control of all the Continental ports between Northern Norway and the Spanish border. The submarine threat to the vital Atlantic trade routes, upon which Britain relied for her very survival, was intensified at a time when the means for dealing with it had been gravely weakened.

The Royal Navy began the war with 184 destroyers, but after a year of hostilities the total had declined to 171, as the completion or acquisition of new vessels (21) had not kept pace with the heavy losses (34). Of the total of 171, moreover, a large number were under repair, or in urgent need of repair, as a result of their arduous war service. Seventeen had been seriously damaged during the Norway operation, and another sixteen during the withdrawal of the British Expeditionary Force from Dunkirk.

The submarine menace in the Atlantic was not the only problem confronting the British Naval Staff. The entry of Italy into the war in June 1940 had made it necessary to reconstitute the Mediterranean Fleet. There was also the threat of the invasion of England, for which concentrations of enemy shipping and barges had been observed in the Continental ports and waterways. It is now known that on 2nd July, 1940, Hitler had ordered plans for this invasion, which the Germans had named Sealion, to be ready for execution at any time after 15th August. The invasion never materialised, but the threat had its effect in tying down certain forces to counter it.

If the outlook was grim, however, the spirit of the British people, as Mr. Churchill described it at the time, was grim but gay. There were encouraging signs, and the most hopeful lay to the westward across the Atlantic, where the great Republic of the United States was rapidly getting into its stride as the arsenal of democracy. Few announcements could have given greater encouragement to the British people and their Allies than that made on 3rd September, 1940, the first anniversary of the beginning of the war, that in return for the grant on lease of sites for naval and air bases in Newfoundland, Bermuda, the Bahamas, Jamaica, Antigua, St. Lucia, Trinidad and British Guiana, the United States would transfer to the British Navy for immediate use fifty over-age destroyers which had been laid up since the end of the first world war.

Two days later, on 5th September, the Prime Minister, Mr. Churchill, said in the House of Commons:

"The memorable transactions between Great Britain and the United States, which I foreshadowed when I last addressed the House, have now been completed. As far as I can make out, they have been completed to the general satisfaction of the British and American peoples and to the encouragement of our friends all over the world. . . .

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" I have no doubt that Herr Hitler will not like this transference of destroyers, and I have no doubt that he will pay the United States out, if ever he gets the chance. That is why I am very glad that the army, air and naval frontiers of the United States have been advanced along a wide arc into the Atlantic Ocean, and that this will enable them to take danger by the throat while it is still hundreds of miles away from their homeland. The Admiralty tell us also that they are very glad to have these 50 destroyers, and that they will come in most conveniently to bridge the gap which, I have previously explained to the House, inevitably intervenes before our considerable war-time programme of new construction comes into service. . . .

" There will be no delay in bringing the American destroyers into active service; in fact, British crews are already meeting them at the various ports where they are being delivered."

Two months later, on the 5th November, 1940, Mr. Churchill again referred to the matter in the House of Commons:

" More serious than the air raids," he told the House, " has been the recent recrudescence of U-boat sinkings in the Atlantic approaches to our islands. The fact that we cannot use the South and West Coasts of Ireland to refuel our flotillas and aircraft, and thus protect the trade by which Ireland as well as Great Britain lives, is a most heavy and grievous burden and one which should never have been placed on our shoulders, broad though they may be. Moreover, we have been during the last month at the lowest point of our flotilla strength. The threat of invasion had always to be met. The great forces which we are maintaining in the Mediterranean, in addition to the escorts necessary for the protection of our innumerable convoys, have imposed on the Royal Navy a gigantic task.

" However, this period of stringency is perhaps passing. The 50 American destroyers are rapidly coming into service just when they are most needed, and the main flow of new construction started at the outbreak of war is now coming on."

The " Town " Class

The first eight American destroyers left the United States on the 5th September, 1940, and reached Halifax, Nova Scotia, next day. On the 9th September they were formally handed over to the Royal Navy by Rear-Admiral Reichmuth, U.S.N., and it was decided to rename them after British and United States towns with the same names. On the 10th September, the British Admiralty ordered them to be referred to as the " Town " Class.

The new names of the first eight were announced by Mr. Alexander, First Lord, in the House of Commons on the 17th September. They were:—

AMERICAN NAME—	BRITISH NAME—
Herndon	*Churchill*
Abel P. Upshur	*Clare*
Welborn C. Wood	*Chesterfield*
Welles	*Cameron*
Aaron Ward	*Castleton*
Crowninshield	*Chelsea*
Hale	*Caldwell*
Buchanan	*Campbeltown*

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The ex-American destroyers crossed the Atlantic at the earliest possible moment, without waiting to complete their respective flotillas. Thus of the first flotilla of eight, only five were ready for passage on the appointed day, and these—the *Clare*, *Castleton*, *Chelsea*, *Caldwell* and *Campbeltown*—arrived at Belfast in Ireland on the 26th September and at Devonport, England, by the 29th. By the end of October, seventeen had made the crossing; by the end of November, thirty; and by the end of December, forty. Four more arrived on the 26th January, 1941, and another two on the 5th March, 1941, making a total of 46 which had crossed to the United Kingdom. The four remaining in Canadian waters at that date were the *Buxton* and *Hamilton*, which had been detained by repairs, and the *Annapolis* and *St. Croix*.

Royal Canadian Navy Ships

The *Annapolis* and *St. Croix* were two of the six destroyers out of the total of fifty for which the Royal Canadian Navy agreed in September, 1940, to provide crews. The others were the *Columbia*, *Niagara*, *St. Clair* and *St. Francis*. On the 25th November, 1940, the Royal Canadian Navy accepted responsibility for the manning of a seventh destroyer, the *Hamilton*, which had been detained by damage.

In the course of the Battle of the Atlantic a number of the other ex-American destroyers with Royal Navy crews came from time to time under the operational control of the Royal Canadian Navy, and thus the " Town " Class figure largely in the War record of that Service.

Generous American Equipment

A description of the taking over of one of the American destroyers, which he witnessed at Halifax, is given by Captain Taprell Dorling, D.S.O., R.N. (" Taffrail ") in his novel, *Chenies*, published in 1943. Under the guise of fiction, it serves as a useful record of this phase of a unique transaction in the world's naval history. In the course of the narrative, " Taffrail " says of the destroyer in question:

" Her whole design, lay-out and internal arrangements were different from those of any British destroyer. The captain and officers had their wardroom and cabins in the forepart of the ship, beneath the bridge. The seamen lived on a large mess-deck under the officers, the chief petty officers further forward again on the same level, and the stokers right aft. The mess-decks were fitted with two or three-tiered bunks instead of hammocks. In the wardroom and cabins, the cupboards, chairs, table and other furniture were all of some light metal alloy.

" The American guns, ammunition, torpedoes, depth-charges, anti-submarine equipment, engines, boilers—indeed, most fittings, varied from the British. They would take some getting used to, so a day was spent with the American officers and men explaining the details of this and that to their British opposite numbers. Nobody could have been more helpful or co-operative.

" The ships had been refitted throughout. They were scrupulously clean and fully supplied. Complete outfits of ammunition and other warlike equipment were left on board, together with stores of all kinds. Everything was handed over to the new owners—paint and cordage; mess-

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traps, silver and china, all marked with the anchor and U.S.N.; towels, sheets, blankets, mattresses and pillows. Sextant, chronometer watch, high-powered binoculars for the use of officers and look-outs, parallel rulers and instruments for navigation were not forgotten. A typewriter, paper, envelopes, patent pencil sharpeners, pencils, ink—everything and anything one could imagine, even to books and magazines, an electric coffee machine in the wardroom, were all provided. Storerooms were fully stocked with provisions, including spiced tinned ham and tinned sausages, and canned fruit and corn which do not normally find a place in the dietary of British bluejackets."

As they were delivered by the Americans the destroyers were accepted at Halifax on behalf of the British Admiralty by Rear-Admiral S. S. Bonham-Carter, C.V.O., D.S.O., the Rear-Admiral, Third Battle Squadron, whose flag was flown in Halifax Harbour in a converted yacht, H.M.S. *Seaborn*. Under his direction the officer appointed to superintend the transfer of the destroyers was Captain E. W. B. Sim, R.N., an experienced destroyer commander, who unfortunately lost his life when the cruiser *Galatea*, which he commanded, was sunk after being torpedoed by a U-boat in the Eastern Mediterranean on the 14th December, 1941.

The "Four-Stackers"

The "Town" class were readily distinguishable as soon as they arrived in British waters by reason of their distinctive appearance. With few exceptions, they had four funnels, whereas British destroyers had only one or two, and naturally they became known as the "four-stackers."

Referring to them after the war, the late Admiral of the Fleet Sir James Somerville said:

"Had there been no American "four stacker" destroyers available and had they not gone into service escorting trade convoys when they did, the outcome of the struggle against the U-boat and the subsequent outcome of the European War itself might have been vastly different.

"The peoples of both America and Britain now realise that the Battle of the Atlantic was one of the most bitterly fought sea campaigns in history. It resulted in the certain destruction by Allied naval and air forces of 640 U-boats. Against a German strategy committed to ruthless expenditure of men and submarines to achieve its objective, Britain's destroyer force, weakened by overwork and losses, became increasingly inadequate after Dunkirk. At the same time, the enemy occupation of the French ports forced the expansion of British anti-submarine operations over a great new area of ocean.

"It was during this period that the "Town" destroyers began to arrive and at no time during the war was the need for them greater. Throughout 1941, before the British and Canadian production of light convoy escort vessels began to rise towards its peak, the "Towns" filled a great gap. To the relief of those who pinned their faith on them, nearly all the "Towns" were kept going, winter and summer, despite difficult operating conditions and in the face of the worst possible weather and all that the enemy could do. Most of the destroyers remaining in British hands have been reduced to the inactive reserve or are engaged in non-operational work. Their fighting days are finished. But they served us well."

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H.M.C.S. ANNAPOLIS

(*U.S.S. Mackenzie*)

Commanding Officers,

Lieutenant-Commander F. C. Smith, R.C.R.N.	March, 1941
Lieutenant-Commander G. H. Davidson, R.C.N.	July, 1942
Lieutenant-Commander A. G. Boulton, R.C.N.V.R.	December, 1942
Temporary Lieutenant-Commander H. C. Walmesley, R.C.N.R.	March, 1944
Temporary Lieutenant H. A. Lennox, R.C.N.V.R.	September, 1944

THE *Annapolis* was one of six destroyers, out of fifty transferred to Great Britain from the United States, allocated to the Royal Canadian Navy. She was commissioned on the 2nd October, 1940, at Halifax.

Between 1941 and 1944 the *Annapolis* performed useful service as a convoy escort in the Western Atlantic, making several counter-attacks on enemy submarines, including one in 44° 19′ N, 63° 42′ W, on the 25th March, 1942, and another in 45° 08′ N, 60° 06′ W, on the 25th October, 1943, but it was not her good fortune to be present at the actual destruction of a U-Boat.

She was declared surplus at Halifax on the 1st April, 1945.

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H.M.S. BATH

(*U.S.S. Hopewell*)

Commanding Officers,

Commander A. V. Hemming, R.N.	October, 1940
Commander C. F. T. Melsom, Royal Norwegian Navy	January, 1941

THE *Bath* was commissioned for service in the Second "Town" Flotilla on the 2nd October, 1940, and arrived at Belfast on the 8th. She was adopted by the city of Bath in Somerset, which in the following December made presentations to the ship, with a formal dedication agreement.

The *Bath* was allocated for duty with the Rear-Admiral (Minelayers), and took part in several minelaying operations from the west coast of Scotland. During the intervals between these operations, she was employed on convoy escort duties.

On the 1st January, 1941, approval was given for her to be manned by the Royal Norwegian Navy. She was turned over to the Norwegians in the spring, after refitting at Chatham, and resumed convoy duties in the Atlantic.

On the 19th August, 1941, while escorting Convoy O.G.71 from the United Kingdom to Gibraltar, she was struck in the vicinity of the engine room, by a U-boat torpedo in 48° 30′ N, 17° 45′ W, about five hundred miles west of Ushant, broke in two, and sank in three minutes. Commander Melsom, Royal Norwegian Navy, went down with his ship.

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H.M.S. BELMONT

(*U.S.S. Satterlee*)

Commanding Officers,

Commander P. J. Fitzgerald, R.N.	October, 1940
Lieutenant-Commander G. B. O'B. Harding, R.N.	July, 1941

THE *Belmont* was commissioned on the 8th October, 1940, for service in the Third "Town" Flotilla, and arrived at Belfast on the 24th. She joined the Third Escort Group in the Western Approaches Command, and performed valuable work escorting Atlantic convoys.

On the 22nd March, 1941, she was damaged in a collision fifteen miles north-west of Chicken Rock and returned to Liverpool, where she remained under repair till the following July.

On the 31st January, 1942, she was torpedoed and sunk with all hands by a U-boat in 42° 02′ N, 57° 18′W, while escorting Canadian troop convoy, N.A.2, to the United Kingdom.

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H.M.S. BEVERLEY

(*U.S.S. Branch*)

Commanding Officers,

Commander E. F. Fitzgerald, R.N.	October, 1940
Lieutenant-Commander J. Grant, R.N.	January, 1941
Lieutenant-Commander R. A. Price, R.N.	July, 1942

THE *Beverley* was commissioned on the 8th October, 1940, for service in the Third "Town" Flotilla, and arrived at Belfast on the 24th. She was adopted by the town of Merthyr Tydfil in South Wales.

From 1941 until she was sunk in 1943 she was employed on convoy escort duties in the Atlantic. On the 8th March, 1941, she attacked a U-boat about two hundred miles north-east of the Butt of Lewis; and on the 19th June another in 56° 10′ N, 10° 58′ W.

In July, she escorted the 9th Motor Launch Flotilla from Plymouth to Gibraltar.

On the 19th July, she found the French s.s. *Isac* with her engine sabotaged in 35° N, 9° W; westward of Gibraltar, and took her in tow until relieved by the fleet tug *St. Day*. The crippled French ship reached Gibraltar on the 21st.

On the 23rd October, the *Beverley* attacked a U-boat very early in the morning, at 0050, in 51° 45′ N, 14° 2′ W; without definite result.

In April, 1942, she was one of the escort of Convoy P.Q.14 to North Russia, and, in April and May escorted the return Convoy Q.P.11, in company with the other escorting destroyers, *Bulldog*, *Beagle* and *Amazon*, to the United Kingdom. On the way Convoy Q.P.11 was attacked by a superior force of enemy destroyers which were larger, faster and more heavily armed than the British. The enemy approached unobserved during a snow shower, and fired several torpedoes at a range of 9,000 yards, one merchant ship being hit and sunk. Later the enemy returned four times and took part in short gunnery duels, but would not close the range below 8,000 yards despite their superiority. During the fourth attack their fire was less accurate and intense, which seemed to indicate that they had received some damage.

On the 17th December, 1942, the *Beverley* arrived at St. John's, Newfoundland, with five tons of oil in her tanks, enough for only five hours steaming, having been severely damaged by a hurricane described by the shore authorities as the worst within human memory.

On the 4th February, 1943, whilst escorting Atlantic Convoy S.C.118, she sighted the German submarine U.187, sunk later by the *Vimy* in 50° 12′ N, 36° 34′ W, south-east of Cape Farewell, Greenland. She also took part in attacks on other U-boats next day.

In March, 1943, she was escorting Convoy H.X.229 when it was heavily attacked by U-boats and lost several ships. This attack is regarded as the culminating period in the Battle of the Atlantic.

On the 9th April, while escorting Convoy O.N.176, about three hundred and sixty miles south-east of Cap Farewell, Greenland, she collided with the steamship *Cairnvolona* in thick weather and had her anti-submarine and degaussing gear put out of action. Two days later, while thus handicapped, she was unfortunately torpedoed by a U-boat in 52° 19′ N, 40° 28′ W; and sank with heavy casualties, no less than one hundred and thirty-nine lives being lost, including that of the Commanding Officer.

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H.M.S. BRADFORD

(*U.S.S. McLanahan*)

Commanding Officers,

Temporary Gunner (T) E. G. Winch, R.N.	October, 1940
Lieutenant-Commander J. N. K. Knight, R.N.	June, 1941

ON the 8th October, 1940, the *Bradford* was commissioned for service in the Third "Town" Flotilla, and arrived in the Clyde on the 26th.

Between 1941 and 1943 she rendered useful service escorting convoys in the Atlantic, including those connected with the landings in North Africa (Operation Torch).

On the 3rd May, 1943, being considered no longer fit for ocean escort work, she was ordered to pay off at Devonport, and became an accommodation ship for Combined Operations personnel engaged in the Liberation of Europe.

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H.M.S. BRIGHTON

(U.S.S. Cowell)

Commanding Officers,

Commander C. W. V. T. S. Lepper, R.N.	October, 1940
Temporary Lieutenant G. P. Evans, R.N.V.R.	November, 1942
Lieutenant-Commander J. V. Fulton, R.N.V.R.	April, 1943
Temporary Lieutenant-Commander D. H. Foulds, D.S.C., R.N.V.R.	September, 1943

THE *Brighton* was commissioned for service in the Second "Town" Flotilla on the 23rd September, 1940, and on the 29th left Halifax, Nova Scotia, for St. John's, Newfoundland, on her way to the United Kingdom. She reached Belfast on the 8th October, and Plymouth on the 12th.

In January, 1941, she relieved the *Bath*—on the transfer of that ship to the Norwegian Navy—as one of the escort destroyers attached to the flag of the Rear-Admiral (Minelayers), and took part in several mining operations in the Denmark Strait, and off the Faeroes.

On the 27th February, she picked up nineteen survivors of the steamship *Baltistan*, which had been sunk by a U-boat in 51° 52′ N, 19° 55′ W.

During a minelaying operation on the 25th June, she was damaged in collision with the cruiser *Kenya*, and was towed back to the Clyde. She remained under repair till September, when she resumed operations with the Rear-Admiral (Minelayers).

On the 15th May, 1942, she was attacked in the Western Approaches by a Focke Wulf aircraft, which dropped one bomb without result.

After refitting at Newport, in Monmouth, England, between November, 1942 and April, 1943, she became a target ship for naval aircraft training, at first in the Western Approaches and then at Rosyth in Scotland.

On the 16th July, 1944, she was transferred to the Russian Navy and renamed *Jarkyi* (*Fiery*). She returned to Rosyth on the 28th February, 1949, on the termination of her service under the Russian Government.

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H.M.S. BROADWATER

(*U.S.S. Mason*)

Commanding Officers,

Commander C. L. de H. Bell, R.N.R.	October, 1940
Lieutenant-Commander W. M. L. Astwood, R.N.	February, 1941

THE U.S.S. *Mason* was renamed *Broadwater* on the 2nd October, 1940, when she was commissioned for service in the Third "Town" Class Flotilla. She left Halifax, Nova Scotia, on the 15th for St. John's on her way to the United Kingdom, and arrived in the Clyde on the 26th.

During the early part of 1941 she served with the 11th Escort Group, Western Approaches Command. Among the convoys she escorted were W.S.6, and W.S.7, carrying important reinforcements of troops and military supplies round the Cape to the Middle East.

When, in May and June, she refitted at Southampton, the town of Worthing in Sussex, England, volunteered to pay the cost.

In July, she was allocated to the Newfoundland Escort Force. Early in the morning of 17th October, she attacked a U-boat in 57° N, 24° W, and, twenty-four hours later, herself fell a victim to a submarine when she was torpedoed in 57° 01′ N, 19° 08′ W, while escorting Convoy S.C.48. She sank at 1340 the same day.

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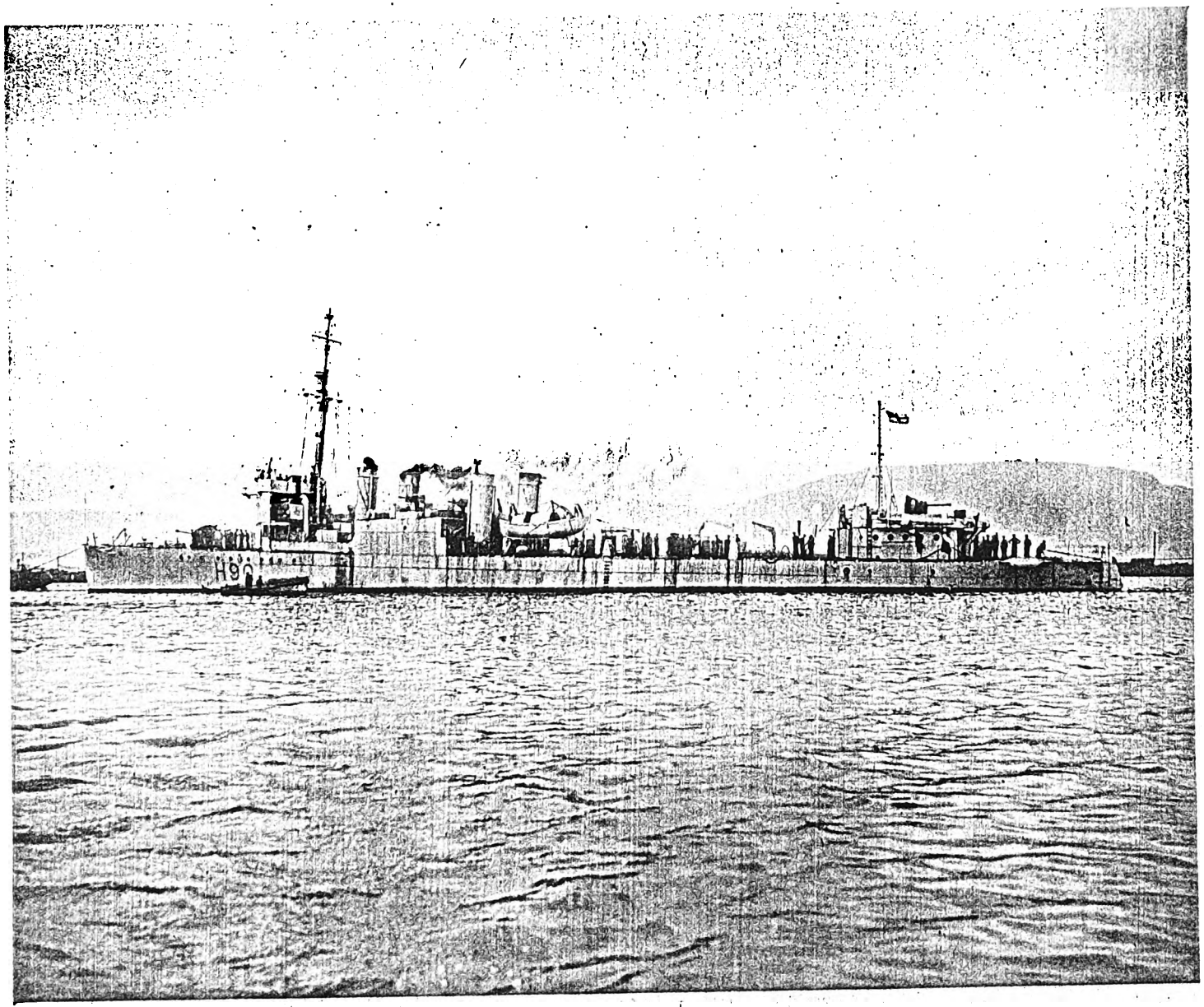

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H.M.S. BROADWAY

(*U.S.S. Hunt*)

Commanding Officers,

Commander E. H. Chavasse, D.S.C., R.N.	March, 1942
Lieutenant-Commander T. Taylor, D.S.C., R.N.	October, 1942
Lieutenant G. P. W. Edwards, R.N.	September, 1943
Lieutenant-Commander P. G. Sharp, D.S.C., R.N.V.R.	December, 1943
Temporary Lieutenant-Commander T. W. Boyd, D.S.O., R.N.V.R.	November, 1944

THE *Broadway* was commissioned on the 8th October, 1940, for service with the Third "Town" Flotilla, and arrived at Belfast on the 24th. She was attached to the 11th Escort Group, Western Approaches Command, and engaged in escorting numerous convoys in the Atlantic.

On the 9th May, 1941, with the destroyer *Bulldog* and corvette *Aubrietia*, she scored a spectacular success when she sank the German submarine U.110, in 60° 31′ N, 33° 10′ W; between Iceland and Greenland. On the previous night, U.110 had crept in, in the bright moonlight, to attack Convoy O.B.318, but was prevented from surfacing by the strong destroyer escort, and continued to shadow the convoy till shortly after mid-day, when she fired three torpedoes at periscope depth. She was promptly counter-attacked, and so damaged that she was forced to the surface. Four officers, a war correspondent, and twenty-eight men were rescued, but the captain and fourteen others lost their lives.

During 1942 and 1943 the *Broadway* continued to escort Atlantic convoys. On the 12th May, 1943, as one of an escort group protecting Convoy H.X.237, she had the distinction of being concerned in the destruction of U.89, which was sunk in 46° 40′ N, 25° 40′ W, north-east of the Azores, by depth charge and hedgehog attacks from the *Broadway*, the frigate *Lagan*, and Swordfish aircraft from the escort carrier *Biter*. Next day another enemy submarine, U.456, was sunk in 48° 37′ N, 22° 39′ W, north-west of Cape Ortegal, by other ships of the same escort group.

After refitting at Belfast in September, 1943, the *Broadway*, became a target ship for aircraft in the Western Approaches and at Rosyth in Scotland till the end of the war.

In May, 1945, she left Rosyth with one of the occupation forces for Northern Norway, and took charge of a German U-boat and merchant ship convoy from Narvik to Trondheim.

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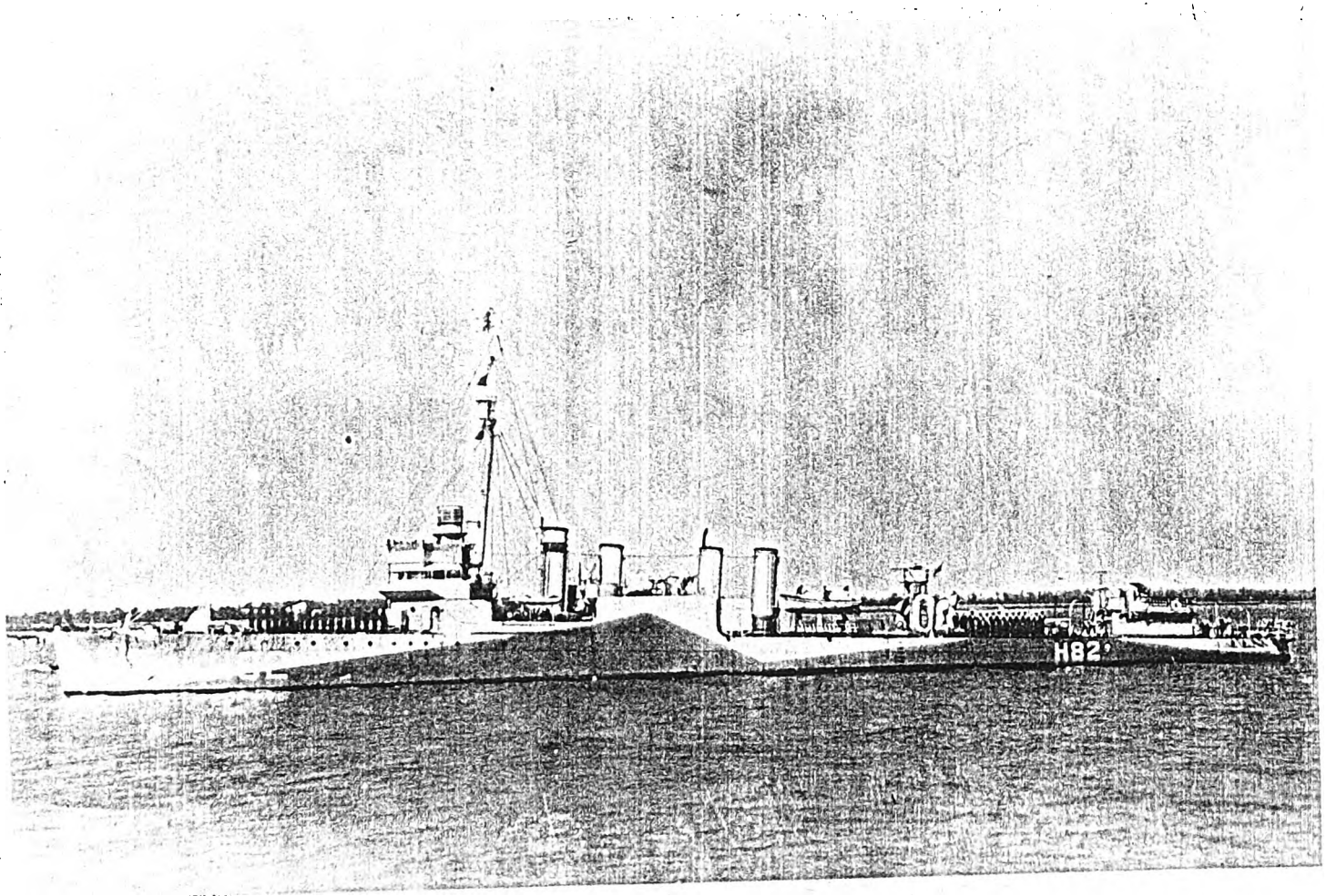

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H.M.S. BURNHAM

(*U.S.S. Aulick*)

Commanding Officers,

Commander J. Bostock, R.N.	November, 1940
Commander T. Taylor, R.N.	February, 1942
Lieutenant C. H. Rankin, R.N.	July, 1943
Temporary Lieutenant L. M. M. Stamp, R.N.V.R.	November, 1943

THE *Burnham* was commissioned on the 8th October, 1940, for service in the Third "Town" Flotilla, and arrived in the Clyde on the 26th. She began escort duties in December, 1940, on completion of her working-up trials, taking the new aircraft carrier *Formidable* from Belfast, where she had been built, to the Clyde.

After a trip to Iceland, she was damaged in heavy weather on the 3rd March, 1941, by sheering alongside the destroyer *Malcolm*. After repairing at Liverpool, she began a series of escort trips between Iceland and Newfoundland in May, 1941. By the autumn, she was in need of another refit, and sailed to Boston, U.S.A., where she was in dockyard hands in September and October.

She returned to escort duty in the Battle of the Atlantic, now at one of its most furious stages, and throughout 1942 and 1943 worked chiefly between Newfoundland and Londonderry, though for a time she also escorted tankers from the Caribbean to Halifax. After more than a year on the "Newfie-Derry run," the *Burnham* was drydocked in November, 1943, and her engineer officer went along the bottom plates of the hull testing the rivets with a hammer. He gave up quickly "in a cold sweat" when, under light taps from his hammer, one rivet after another shucked out in a shower of rust. The *Burnham* had been travelling on borrowed time for months.

After this refit she was employed on aircraft training duties in the Western Approaches Command, and later at Rosyth in Scotland, and was reduced to reserve at Milford Haven in South Wales, in November, 1944.

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H.M.S. BURWELL

(*U.S.S. Laub*)

Commanding Officers,

LIEUTENANT-COMMANDER S. R. J. WOODS, R.N.R.	November, 1940
LIEUTENANT-COMMANDER T. S. L. FOX-PITT, R.N.	August, 1942
LIEUTENANT A. H. PARISH, R.N.	November, 1942
LIEUTENANT A. V. TURNER, R.N.V.R.	September, 1943

THE *Burwell* was commissioned on the 8th October, 1940, for service in the Third "Town" Flotilla, and arrived in the Clyde on the 26th.

After refitting at Plymouth she was employed in escorting Atlantic convoys until October, 1943, including K.M.S.10 (United Kingdom to Mediterranean, slow), one of the convoys for the build-up of the Allied Armies in North Africa, in March, 1943.

On the 28th August, 1941, she took part in the capture of a German submarine off Iceland. This was U.570, which had surrendered the previous day to a Hudson aircraft of Coastal Command, R.A.F. The aircraft called for naval and air assistance. At 0720 on the 28th, though a heavy swell was running, U.570 offered to take a tow, and at 0835 a line was passed from her to the *Burwell* while the anti-submarine trawler *Windermere* stood by and pumped out oil. Attempts to tow, however, were unsuccessful till the afternoon, when other vessels specially fitted for towing arrived. At 1940 on the 29th, U.570 was successfully beached at Thorlakshafn, in Iceland. She was later recommissioned as a British submarine and rendered useful service in the Royal Navy as H.M.S. *Graph.*

In October, 1943, the *Burwell* was released for duty as a target ship for training naval aircraft in the Western Approaches Command. She was reduced to reserve at Milford Haven in South Wales, in January, 1945.

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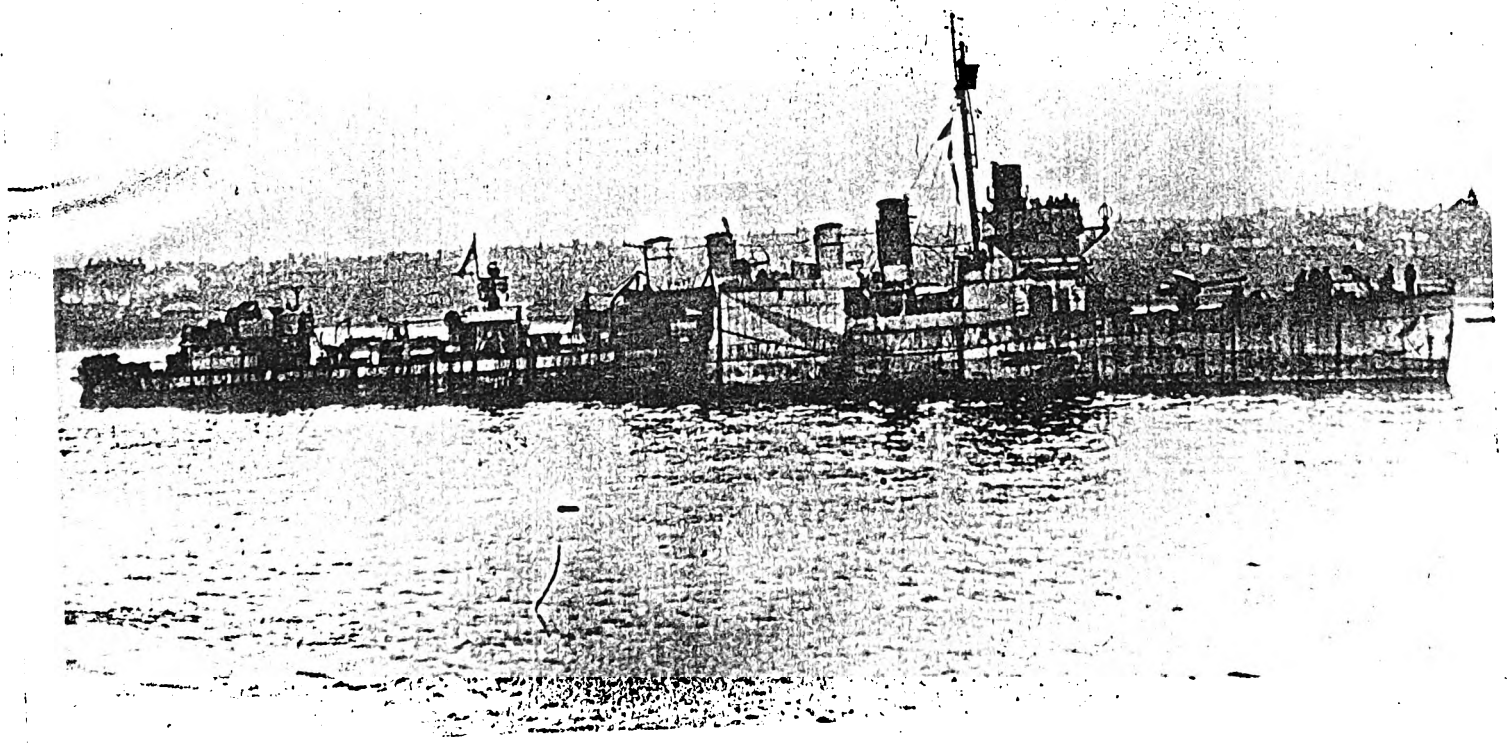

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H.M.S. BUXTON

(*U.S.S. Edwards*)

Commanding Officers,

Lieutenant-Commander Earl Beatty, R.N.	October, 1940
Lieutenant-Commander W. A. Moens, R.N.R.	January, 1942
Lieutenant-Commander I. J. Tyson, R.N.R.	July, 1942

THE *Buxton* was commissioned on the 8th October, 1940, for service in the Third "Town" Flotilla, and arrived at St. John's, Newfoundland, on the 18th. Owing partly to defects, and partly to the extension of the U-boat war to the Western Atlantic, she remained for a time in Canadian waters. From July to September, 1941, she was refitting at Boston, U.S.A., and was then allocated to the Sixth Escort Group, Western Approaches Command.

On the 1st November, when fifteen miles astern of Convoy H.X.156, in 54° 30′ N, 22° 40′ W, she was unsuccessfully attacked by an enemy submarine, which she counter-attacked without result.

The ship was adopted by the town of Buxton, in Derbyshire, England, and to mark the association a replica of the town's Coat-of-Arms was presented to her. Arrangements were also made for the presentation of Christmas gifts from the town to her officers and men, as well as a steady flow of comforts.

In October, 1943, she was transferred to the Royal Canadian Navy as a training ship, and was stationed at Digby, Nova Scotia, till the end of 1944. She was finally paid off early in 1945.

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H.M.S. CALDWELL

(*U.S.S. Hale*)

Commanding Officers,

Lieutenant-Commander M. W. Tomkinson, R.N.	October, 1940
Lieutenant-Commander E. M. Mackay, D.S.C., R.N.R.	January, 1941
Lieutenant-Commander F. D. Stacpoole, R.N.R.	June, 1942

THE *Caldwell* was commissioned for service with the First "Town" Flotilla on the 9th September, 1940, and arrived at Belfast on the 26th and at Devonport, England, on the 28th. She was allotted to the Fifth Escort Group in the Western Approaches Command at Liverpool, and was employed with Atlantic convoys.

In December, 1941, she was damaged in heavy weather and was repaired at Liverpool. In the following spring, when U-boat warfare had spread to the Western Atlantic, she was employed escorting tankers from the Caribbean to Halifax.

She was lent to the Royal Canadian Navy, after refitting at Boston, U.S.A., in June and July, 1942, and arrived at Halifax in August. On the 14th August she collided in foggy weather with a large transport east of Boston and returned there for repairs.

On the 18th December, 1942, while returning to St. John's, Newfoundland, from escorting Convoy S.C.112, she was severely damaged during a heavy gale, and for a time grave fears were entertained for her safety. Among other parts of the ship damaged by heavy seas was the rum store. "We went along for hours smelling like a rum cocktail," said the navigating officers "and the ship looked drunk enough to make the illusion perfect." Salt water invaded the bunker, and within a few minutes the fires were out, and the ship had been brought to a standstill.

Rescue operations were organised, as soon as the *Caldwell* was reported missing, and it was not till three days later, on the night of the 21st December, that the destroyer *Wanderer*, helped by aircraft, found her drifting helplessly in 48° 48′ N, 48° 07′ W, and towed her to St. John's. On the 19th January, 1943, she left there in tow for Boston, where she was under repair from February to May. She then resumed convoy work with the Royal Canadian Navy. On being released from operational use on 1st December, 1943, with the advent of new and more efficient war vessels, the *Caldwell* returned to the Tyne, where she was placed in reserve till September, 1944, when she was ordered to be broken up.

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H.M.S. CAMERON

(U.S.S. Welles)

Commanding Officers,

Lieutenant-Commander P. G. Merriman, R.N.	November, 1940
Lieutenant R. W. F. Pelling, R.N.R.	May, 1942

THE *Cameron* was commissioned for service in the Third "Town" Flotilla in October, 1940, and arrived at Belfast on the 7th November and at Plymouth, England, on the 13th. She left Plymouth three days later to refit at Portsmouth, but on 5th December, was hit by a high explosive bomb during an air raid on Portsmouth, and was so severely damaged that she capsized in No. 8 dock.

On the 23rd February, 1941, she was successfully refloated, but not being considered worth repairing for seagoing service was allocated for use as a hulk. Between July, 1942, and September, 1943, she fulfilled a useful purpose being utilised for trials by the Admiralty Committee on Shock in Ships.

After being paid off on the 5th October, 1943, she remained in dockyard control for more than a year before being towed to Falmouth to be broken up, in November, 1944.

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H.M.S. CAMPBELTOWN

(*U.S.S. Buchanan*)

Commanding Officers,

Lieutenant T. W T. Beloe, R.N.	October, 1940
Lieutenant-Commander Lord Teynham, R.N.	October, 1941
Lieutenant-Commander S. H. Beattie, V.C., R.N.	February, 1942

THE *Campbeltown* was commissioned for service in the First "Town" Flotilla on the 9th September, 1940, and arrived at Belfast on the 26th and at Devonport, England, on the 29th. She was allocated to the 7th Escort Group, Liverpool, in the Western Approaches Command and had a most eventful career.

On the 3rd December, 1940, she was in collision at Liverpool and remained under repair till March, 1941. Meanwhile, in January, 1941, she had been provisionally allocated to the Royal Netherlands Navy but difficulties arose when the Dutch suggested renaming her *Middleburg*, as all the destroyers of the "Town" Class had been named after towns common to both the U.S.A. and the United Kingdom, and several of them had already been adopted by such towns. The *Campbeltown* was eventually manned with Polish co-operation, but retained her name, and reverted to the Royal Navy in September, 1941.

For a time she served with Atlantic convoys, and was attacked several times by U-boats and aircraft, but escaped damage. On the 3rd August, she was one of an escort group proceeding to meet Convoy S.L.81 when the destroyers *Wanderer* and *St. Albans* and corvette *Hydrangea*, of the same group, sank U.401 in 50° 27′ N, 19° 50′ W.

On the 15th September, 1941, she picked up survivors of the Norwegian motor tanker *Vinga*, which had been damaged by air attack in 58° 01′ N, 13° 20′ W. On the 25th January, 1942, she shot down a German aircraft which was probably engaged in laying mines.

Her end came as a fitting conclusion to her fine Service record, for she acted as blockship in the lock entrance at St. Nazaire during the immortal raid of 28th March, 1942. Early that morning she was driven straight at her objective under withering fire. Her Commandos, scrambling ashore, at once began their demolition work, and, after scuttling her, her crew escaped in motor boats. Eleven hours later, her five tons of delayed action high explosive blew up, inflicting heavy casualties among the German members of an inspection party who had gone on board, and wrought great havoc in the port. It is pleasing to add that for his great gallantry the *Campbeltown's* captain, Lieutenant-Commander S. H. Beattie, R.N., who was taken prisoner of war, was awarded the Victoria Cross.

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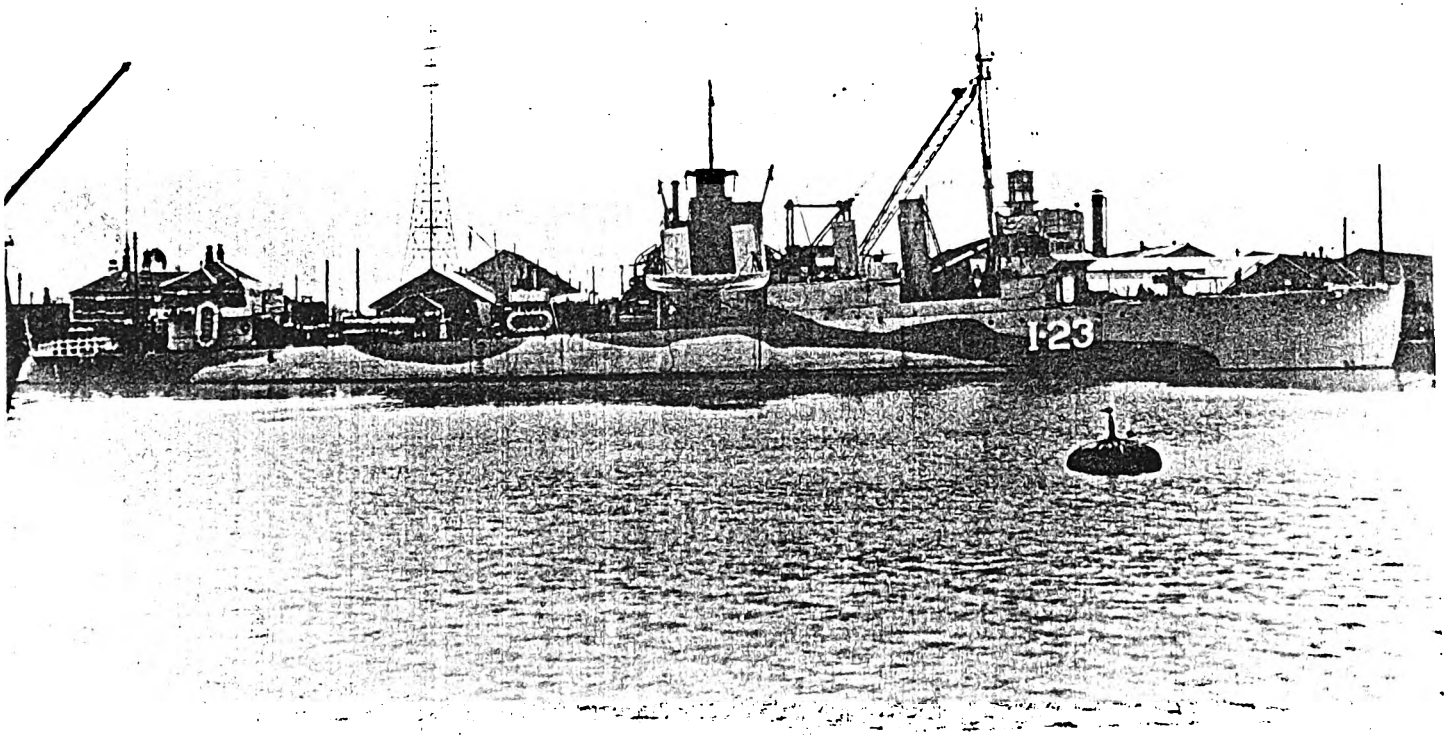

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H.M.S. CASTLETON

(*U.S.S. Aaron Ward*)

Commanding Officers,

Commander F. H. E. Skyrme, R.N.	October, 1940
Lieutenant-Commander C. R. Purse, R.N.	September, 1941
Lieutenant-Commander R. H. Bristowe, R.N.	January, 1942
Commander C. W. V. T. S. Lepper, R.N.	March, 1943
Lieutenant S. E. Jagger, R.N.	January, 1944

THE *Castleton* was commissioned for service in the First "Town" Flotilla on 9th September, 1940, and arrived at Belfast on the 26th and Devonport, England, on the 28th. She was allocated to the Eighth Escort Group, Western Approaches Command, Liverpool, for Atlantic convoy duty.

On the 21st November, 1940, she picked up all the survivors from two steamships, the *Daydawn* and the Greek *Victoria*, which had been torpedoed and sunk in Convoy O.B.244 in the North Atlantic.

After refitting at Portsmouth, she joined the 17th Destroyer Division in February, 1941, for duty under the Rear-Admiral (Minelayers), and took part in mining operations from the base of the First Minelaying Squadron on the west coast of Scotland. Between spells of minelaying duty she continued to escort convoys.

On the 19th November, 1941, she was damaged by the explosion of a mining or scuttling charge and returned to Greenock with Convoy S.D.16 (Iceland to Clyde). She remained under repair at Newport, Monmouthshire, till the 20th April, 1942, when she resumed her former mining and convoy duties.

On the 20th August, 1942, the German submarine U.464 was sunk by a United States, Catalina flying boat of Patrol Squadron 73 in 61° 25′ N, 14° 40′ W, in the Iceland area, and the *Castleton*, accompanied by another ex-American destroyer, the *Newark*, brought into Iceland fifty-one of the fifty-three Germans in her crew, who had taken refuge in an Icelandic trawler. But for the prompt arrival of the destroyers, the Germans, being in superior numbers, might easily have captured the trawler and taken her to Germany.

On the 4th August, 1943, a Sunderland aircraft of No.423 Squadron, R.C.A.F., attacked the German submarine U.489 in 61° 11′ N, 14° 38′ W, off Iceland. The U-boat replied with gunfire and the aircraft was set on fire and brought down, sinking about four minutes after making a crash "landing." Its depth charges, however, had down their work, and the U-boat was blown up. Twenty minutes later the *Castleton* and the *Orwell* arrived and rescued six of the eleven members of the Sunderland's crew, and fifty-four members of the crew of the U-boat, one of whom died of wounds.

During 1944 and 1945 the *Castleton* was employed in the Rosyth Escort Force, and as an aircraft target ship for the Northern air stations, being reduced to reserve at Grangemouth, in the Firth of Forth, on the 13th March, 1945.

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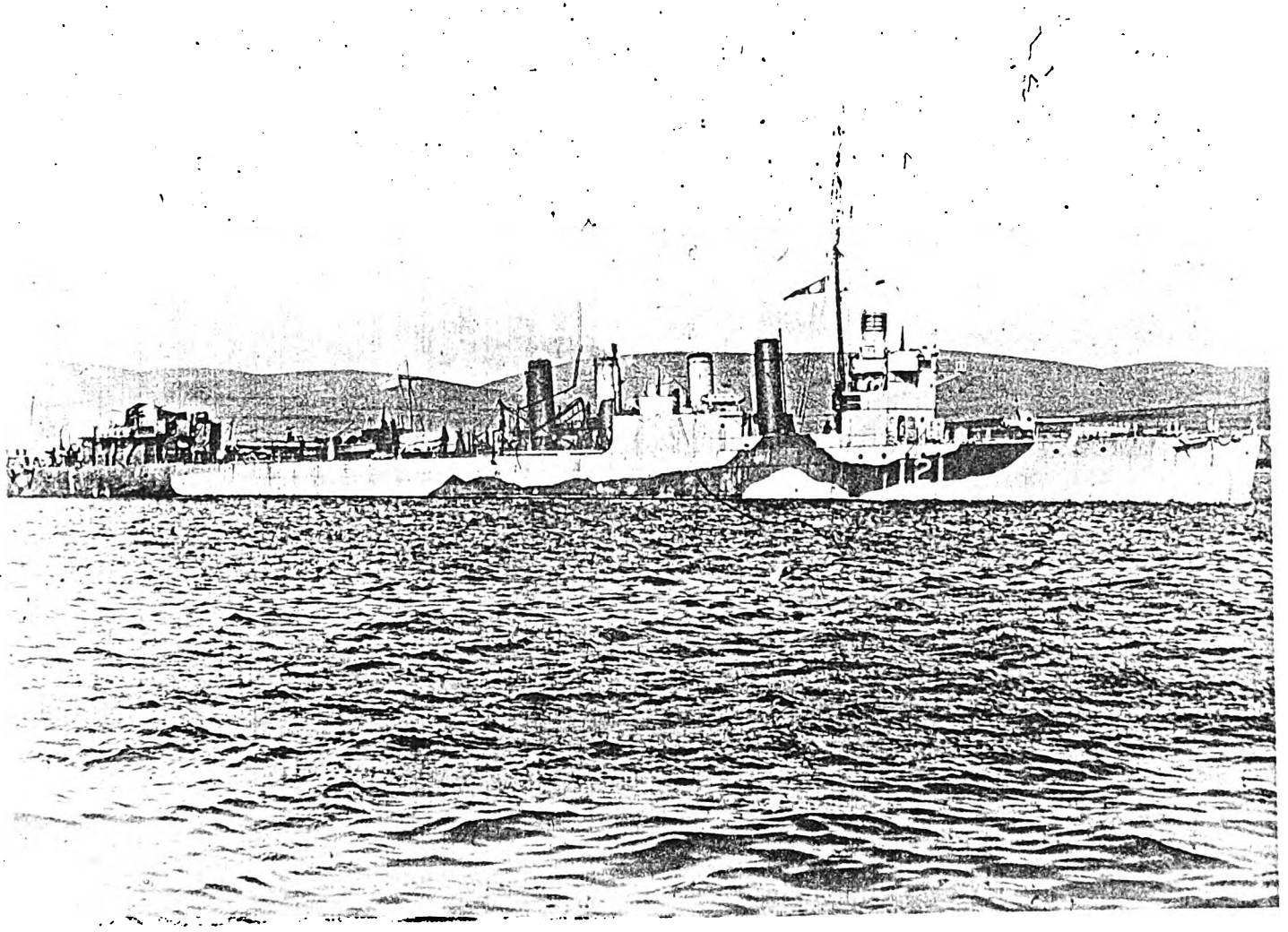

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H.M.S. CHARLESTOWN

(*U.S.S. Abbot*)

Commanding Officers,

Lieutenant-Commander T. Johnston, R.N.	December, 1940
Lieutenant-Commander N. R. Murch, R.N.	March, 1942
Lieutenant W. F. B. Webb, D.S.C., R.N.	February, 1943
Lieutenant-Commander A. F. C. Gray, R.N.R.	September, 1943

THE *Charlestown* was commissioned on the 23rd September, 1940, for service in the Second "Town" Flotilla, and arrived at Belfast, Ireland, on the 8th October.

She was allocated for duty in the 17th Destroyer Division under the Rear-Admiral (Minelayers), and took part in several minelaying operations from the west coast of Scotland. Between spells of minelaying duty she assisted in the escort of convoys.

On the 29th May, 1942, she returned to Greenock with seven survivors from a Whitley aircraft of the R.A.F. which had come down in the sea in 55° 20′ N, 8° 26′ W.

In September, 1943, the *Charlestown* was allocated to the Rosyth Escort Force, for the escort of East Coast convoys.

In December, 1944, she was damaged in collision with the s.s. *Florizel* off Harwich. In view of her age, and to the fact that by that time more modern escorts were available, it was not considered justifiable to carry out repairs, and a month afterwards she was reduced to reserve at Grangemouth, Firth of Forth, and was paid off from the 15th January, 1945, to be scrapped.

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H.M.S. CHELSEA

(*U.S.S. Crowninshield*)

Commanding Officers,

Lieutenant-Commander R. D. H. S. Pankhurst, R.N.	September, 1940
Lieutenant-Commander A. F. C. Layard, R.N.	July, 1941
Lieutenant-Commander J. E. R. Wilford, R.N.R.	July, 1942

THE *Chelsea* was commissioned with the First "Town" Flotilla on the 9th September, 1940, and arrived at Belfast on 26th September and Devonport, England, on the 28th. She was allocated to the Sixth Escort Group, Western Approaches Command, Liverpool, for Atlantic convoy duty.

In company with the corvette *Arabis*, she attacked a U-boat on the 17th September, 1940, in 55° 32′ N, 6° 20′ W, without result.

On the 6th April, 1941, she picked up twenty-nine survivors of the British motor vessel *Olga S.*, sunk by air attack in 55° 48′ N, 9° 45′ W.

Early on the morning of the 16th November, 1941, she was in collision with a ship in Convoy O.N.36, and lost six feet of her stern, but she was able to return to Liverpool without assistance.

On the 28th January, 1942, the Commander-in-Chief, Western Approaches, on the arrival of Convoy H.X.170, made a commendatory signal to the effect that "*Chelsea's* performance in remaining with her convoy throughout was most creditable."

On the evening of the 5th February, the *Chelsea*, with the corvette *Arbutus*, was detached from the escort of Convoy O.N.63 to hunt a submarine sighted by the *Arbutus*, and seen to dive. Nearly two hours later, the *Arbutus* was torpedoed in 55° 51′ N, 19° 15′ W, and sank. The submarine later passed down the *Chelsea's* starboard side and was engaged by her with gunfire and forced to dive. Three attacks by depth charge were made, but contact was lost, and the *Chelsea* returned to pick up survivors from the *Arbutus*.

The *Chelsea* was lent to the Royal Canadian Navy in November, 1942, and from then till the end of 1943, operated in the Mid and Western Atlantic, escorting convoys to and from Great Britain.

She returned to Londonderry, in Northern Ireland, on the 26th December, 1943, and early in 1944 was reduced to reserve in the Tyne. On the 16th July, 1944, she was transferred to the Russian Navy and renamed *Derskyi* (*Saucy*).

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H.M.S. CHESTERFIELD

(U.S.S. Welborn C. Wood)

Commanding Officers,

Lieutenant-Commander E. Gleave, R.N.R.	October, 1940
Lieutenant-Commander E. Neville, R.N.	February, 1942
Lieutenant J. Smallwood, R.N.	April, 1942
Lieutenant P. Archer-Shee, R.N.V.R.	September, 1943
Temporary Lieutenant-Commander A. P. Cobbold, R.N.V.R.	January, 1944
Temporary Lieutenant-Commander R. A. Clarke, R.N.V.R.	September, 1944

THE *Chesterfield* was commissioned on the 9th September, 1940, for service with the First "Town" Flotilla, and arrived at Belfast on the 18th November and at Plymouth, England, on the 22nd. She proceeded to Chatham for a refit, and in January, 1941, was allocated to the 11th Escort Group, Western Approaches Command, Greenock.

She was employed in the escort of Atlantic convoys from 1941 to 1943, and was adopted by the town of Chesterfield, England, which sent her numerous gifts and also made a presentation of a ship's bell.

On the 17th January, 1943, while escorting Convoy H.X.222, she sustained damage in a counter-attack by depth charge on the U-boat which had torpedoed the Panamanian oil refinery ship *Vestfold* in 61° 25′ N, 26° 12′ W. She remained under repair at Plymouth till November, 1943, when she was allocated for duty as an aircraft target ship in the Western Approaches Command. On the 16th January, 1945, she was transferred to reserve at Grangemouth, Firth of Forth.

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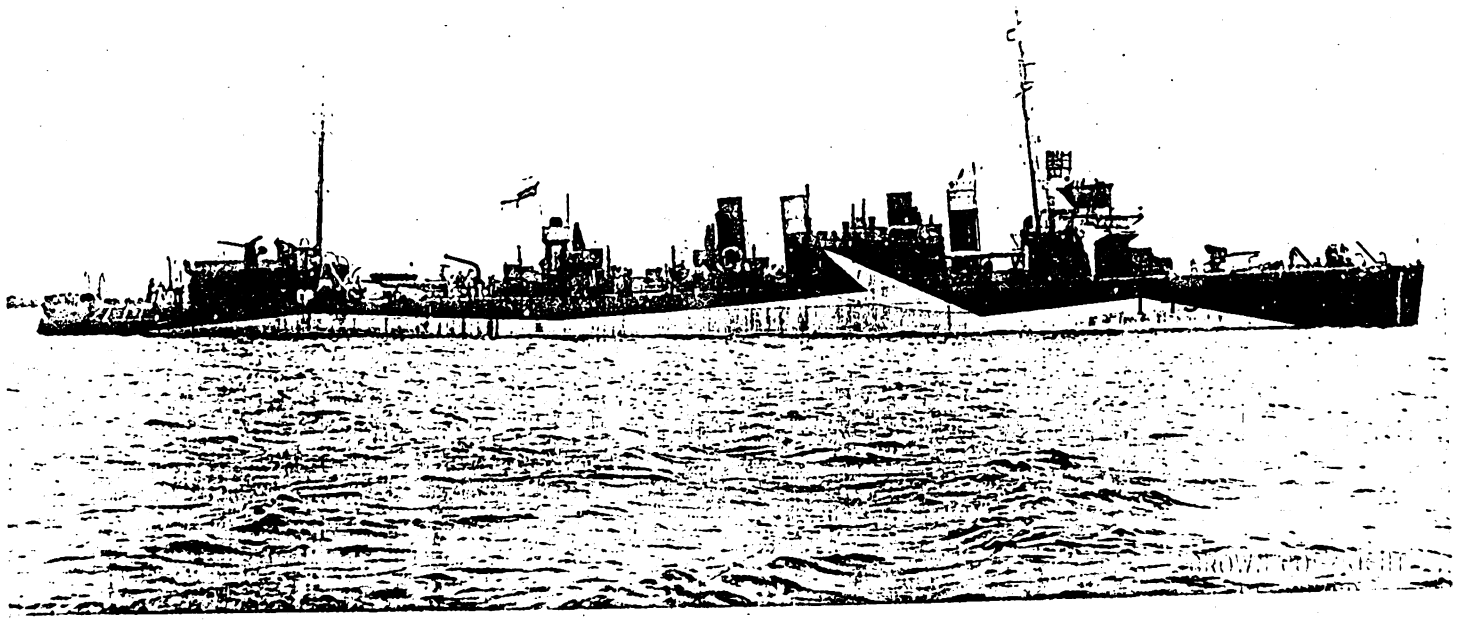

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H.M.S. CHURCHILL

(*U.S.S. Herndon*)

Commanding Officers,

Commander G. R. Cousins, D.S.C.	September, 1940
Temporary Lieutenant J. H. Millar	May, 1941

THE *Churchill* was commissioned for service as leader of the First "Town" Flotilla on the 9th September, 1940 and was adopted by Wanstead and Woodford, Essex, England, the Parliamentary Division represented by the British Prime Minister, Mr. Churchill, in the House of Commons.

The *Churchill* left Halifax via St. John's for the United Kingdom on the 1st November, with units of the Fourth "Town" Flotilla. Four days later the German pocket battleship *Admiral Scheer* attacked Convoy H.X.84 and sank the armed merchant cruiser *Jervis Bay* and five merchant ships. The Admiralty ordered the "Town" Class destroyers to close the position, rescue any survivors, and shadow the enemy battleship by day and attack her by night. The destroyers, however, sighted nothing.

The *Churchill* arrived at Belfast on the 10th November, 1940, and at Plymouth, England, a few days later. She was allocated to the 11th Escort Group, Western Approaches Command, Greenock, and in the spring of 1941 to the Third Escort Group, Iceland. On the 21st May, 1941, she picked up survivors of the British Steamship *Marconi*, sunk by a U-boat in 58° N, 41° W. On the 24th, when the German battleship *Bismarck* sank the British battlecruiser *Hood* in the Denmark Straits, the *Churchill* was diverted to Iceland, but on the 27th the *Bismarck* was sunk, and she proceeded to St. John's, Newfoundland, to resume her convoy escort duties.

On his way back from the Atlantic Conference with President Roosevelt in August, 1941, Mr. Churchill paid his nameship a visit and told the ship's company that if they sent him a telegram as soon as they had sunk a U-boat he would come back to see them again. In June, 1942, they were in Escort Unit B.5, and were patrolling by night off the coast of Venezuela with a Netherlands escort ship when a low dark shape was sighted. Both ships fired starshell, and the *Churchill*, after lobbing several depth charges, attempted to ram the "enemy." Fortunately she missed by six yards after a violent last minute alteration of course. The "enemy" was the island of La Sola, 200 feet long and ten feet high. A fine painting depicting the "battle" subsequently hung in the wardroom of the *Churchill*.

When the *Churchill* refitted at Charleston, South Carolina, between October and December, 1942, local farmers kindly invited the British sailors to spend their leave with them. The sailors turned to with a will and helped their hosts with the farm work. In the evenings the farmers put their cars at the disposal of the seamen to enable them to enjoy themselves in local towns. So popular were these amateur farm hands that the commanding officer of the *Churchill* was deluged with telephone calls asking whether it was really necessary for the men to return when their ten days' leave was up.

During 1943 the *Churchill* continued escorting convoys in the Atlantic, including one for the build-up of the Army in North Africa following the landing—Operation Torch—on the 8th November, 1942.

She was in the Tyne in February, 1944, and remained there till July as part of the Reserve Fleet. On the 16th July, she was transferred to the Russian Navy and renamed *Deiatelnyi* (*Active*). On the 16th January, 1945, she was sunk by U-boat in 68° 56′ N, 36° 31′ E, 40 miles east of Cape Tereberski, while escorting a convoy from the Kola Inlet to the White Sea.

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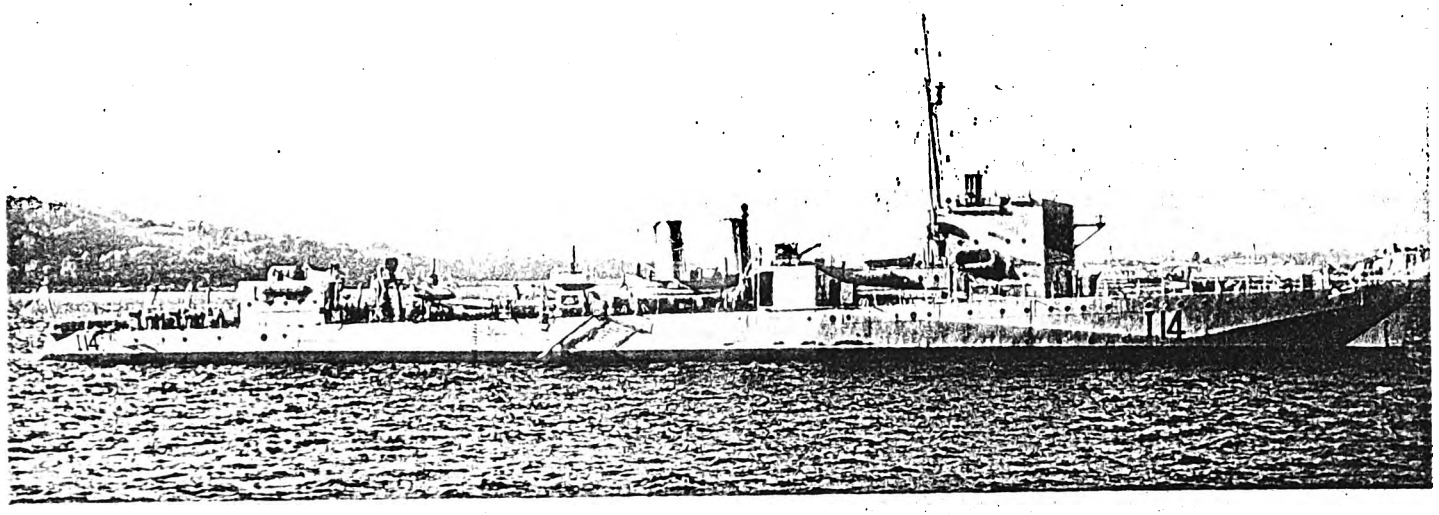

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H.M.S. CLARE.

(*U.S.S. Abel P. Upshur*)

Commanding Officers,

Lieutenant-Commander C. Gwinner, R.N.	October, 1940
Lieutenant-Commander L. H. Landman, R.N.	October, 1941
Lieutenant-Commander J. P. Stewart, R.N.R.	December, 1942
Lieutenant-Commander G. S. Grant, R.N.R.	June, 1943
Lieutenant D. MacDonald, R.N.R.	May, 1944
Temporary Lieutenant-Commander P. A. Tritton, R.N.V.R.	May, 1945

THE *Clare* was commissioned on the 9th September, 1940, for service in the First "Town" Flotilla, and arrived at Belfast on the 26th September and at Devonport, England, on the 28th.

From 1940 to 1943 she was employed escorting convoys in the Atlantic, at first with the Seventh Escort Group, Liverpool, and then with the 41st Escort Group, Londonderry.

On the 20th February, 1941, when the British steamship *Rigmor* was sunk by air attack in 49° 54′ N, 4° 51′ W, the *Clare* rescued all her crew. In the early hours of the 21st, she collided with the motor vessel *Petertown* in 50° 47′ N, 4° 50′ W, receiving structural damage above the water line and breaking her degaussing gear. After repairing at Plymouth between March and October, 1941, she returned to Atlantic convoy duty with Escort Group 41, Western Approaches Command.

She enjoyed the distinction of being the only "Town" class destroyer to take part in the North Africa landing—Operation Torch—when she escorted convoy K.M.F.1 from Home Waters to the Mediterranean and was one of Rear-Admiral H. M. Burrough's Eastern Naval Task Force, which covered the landings near Algiers. On the 12th November, she attacked a U-boat one hundred and fifteen miles north of Oran, but though the enemy was assessed as "probably sunk," the claim could not be substantiated. The *Clare* left Gibraltar on the 17th November with return Convoy M.K.F.2 and in 1943 continued escorting North African and Atlantic convoys. When Convoy H.X.224 was attacked on 2nd and 3rd February, she unsuccessfully counter-attacked one of the U-boats, and then towed the sloop *Londonderry*, which was damaged in action while escorting the same convoy, till relieved by the *Coreopsis*.

In July, 1943, she took part in the invasion of Sicily—Operation Husky—when she was one of Escort Group D in Force V under Rear-Admiral Sir Philip Vian. She was in dockyard hands at Cardiff, South Wales, from September, 1943 to May, 1944, and was then allocated for duty as an aircraft target ship in Western Approaches Command. On the 15th January, 1945, she took part in a hunt for a U-boat which had torpedoed the escort carrier *Thane* off the Clyde. In August, 1945, she was reduced to reserve at Greenock and was later berthed at Barrow for disposal.

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H.M.C.S. COLUMBIA

(*U.S.S. Haraden*)

Commanding Officers,

Temporary Lieutenant-Commander S. W. Davis, R.C.N.	September, 1940
Lieutenant-Commander G. H. Stephen, D.S.C., O.B.E., R.C.N.R.	May, 1942
Lieutenant-Commander B. D. L. Johnson, R.C.N.R.	March, 1943
Lieutenant-Commander R. A. S. MacNeil, O.B.E., R.C.N.R.	November, 1943
Temporary Lieutenant J. G. Hughes, R.C.N.R.	July, 1944

THE *Columbia* was taken over on the 24th September, 1940, for service in the Royal Canadian Navy, and was among the ships which searched for the German pocket battleship *Admiral Scheer* after she had attacked Convoy H.X. 84 and sunk the British armed merchant cruiser *Jervis Bay* on 5th November.

After leaving Halifax on the 15th January, and St. John's, Newfoundland, on the 18th, she arrived in the Clyde on the 26th January, 1941, and reached Plymouth on the 31st. She was allocated to the Fourth Escort Group, Western Approaches Command, at Greenock.

About midnight on the 8th-9th May, 1941, she made an unsuccessful attack on a submarine contact in 53° 0′ N, 17° 50′ W, for though she had hopes of a kill, as oil streaks were seen, the submarine was not destroyed.

During the last week of May, the *Columbia* took part in the search for the German battleship *Bismarck*, but was too far north to sight her.

During the following month the *Columbia* was allocated to the Newfoundland Escort Force and for several months was busy escorting Atlantic convoys. On the 16th October, she made a spirited attack on a submarine but was unable to claim any definite result.

After refitting at Halifax between December, 1941, and March, 1942, she rejoined the Newfoundland Escort Force and in January, 1943, was among the vessels which left Halifax to assist the *Caldwell*, another of the ex-American destroyers, which had been severely damaged by a gale.

During the next twenty months the *Columbia* rendered useful service in the defence of shipping in the Western Atlantic, and was damaged on the 25th February, 1944, off Newfoundland. Repairs were completed by June; she was then transferred to Halifax in September, and Liverpool, Nova Scotia, until February, 1945. She was finally paid off for disposal on the 12th, June, 1945.

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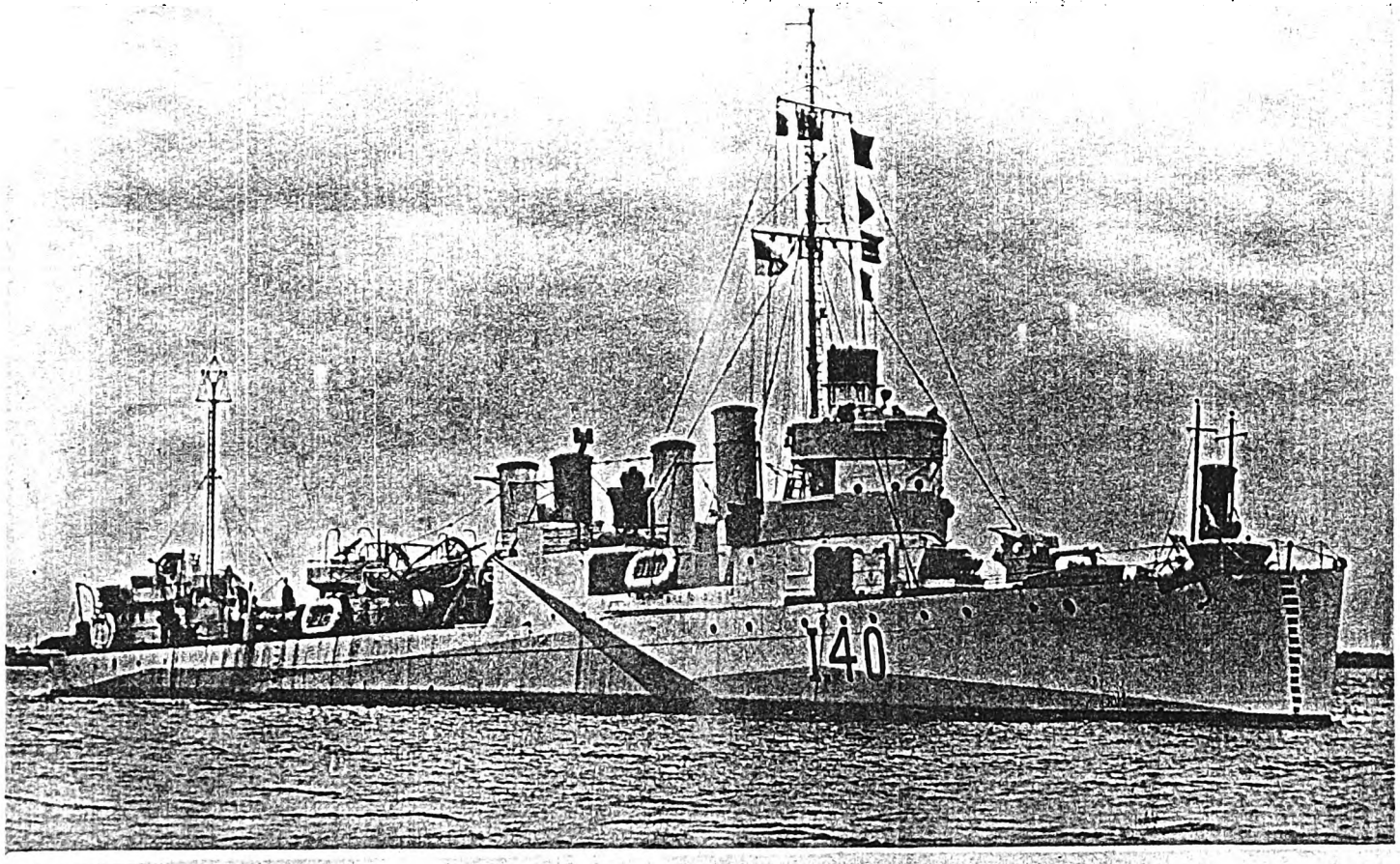

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H.M.S. GEORGETOWN

(*U.S.S. Maddox*)

Commanding Officers,

Lieutenant-Commander A. G. Poe, R.N.	September, 1940
Lieutenant J. Bitmead, R.N.	February, 1941
Lieutenant-Commander P. G. MacIver, D.S.O., R.N.R.	February, 1942
Temporary Lieutenant A. Bryden-Brown, R.N.V.R.	March, 1943

THE *Georgetown* was commissioned on 23rd September, 1940, for service in the Second "Town" Flotilla, and left Halifax on the 29th for St. John's. A collision there on the 1st October with the *Hamilton* (ex U.S.S. *Kalk*) delayed her, and she did not arrive at Belfast till 7th November and at Plymouth, England till the 13th. She was allotted to the Fourth Escort Group, Western Approaches Command, Greenock.

On the 26th February, 1941, she was again in trouble when she was damaged in collision with a merchant ship and was unable to resume duty till June, when she joined the Third Escort Group, at Greenock.

Between December, 1941 and March, 1942, she was again in dockyard hands at Glasgow. She returned to duty in the Western Approaches Command, but was unallocated to any group. In May, 1942, she took part in Operation Bowery, in the Mediterranean, when sixty-two Spitfires were flown off from the U.S. carrier *Wasp* and the British carrier *Eagle*, to reinforce the fortress of Malta at a critical stage in its siege. The aircraft reached Malta during an air raid and within 35 minutes of landing were in action, completely turning the tables on the enemy, who lost thirty aircraft at a cost to the Allies of three Spitfires. Referring to this operation the British Prime Minister, Mr. Churchill, signalled to the Captain and ship's company of the *Wasp*, "Who said a wasp couldn't sting twice ? " a reference to a previous operation by the *Wasp* in April.

On returning to home waters the *Georgetown* was allocated to the Greenock Special Escort Division, until she was lent to the Royal Canadian Navy in September for convoy escort duties in the Western Atlantic. Between March and May 1943 she refitted at Charleston, South Carolina, and then returned to St. John's, Newfoundland, for escort duties with the Western Support Force, Royal Canadian Navy. She returned to the United Kingdom in December, arriving at Londonderry on Christmas Day. She entered the Tyne on the 27th, where she became a unit of the Reserve Fleet. In August, 1944, she joined the Russian Navy and was renamed *Doblestnyi* (*Glorious*).

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H.M.C.S. HAMILTON

(*U.S.S. Kalk*)

Commanding Officers,

Lieutenant-Commander N. V. Clark, R.C.N.R.	June, 1941
Temporary Lieutenant-Commander G. D. Jeffrey, D.S.O., R.C.N.R.	July, 1943
Temporary Commander F. Poole, R.D., R.C.N.R.	January, 1944

THE *Hamilton* was commissioned on the 23rd September, 1940, for service in the Second "Town" Flotilla, and left Halifax on the 29th for St. John's, Newfoundland. A collision there on the 1st October with the *Georgetown* (ex U.S.S. *Maddox*) delayed her, and on the 25th October she had the misfortune to run aground when undocking at St. John, New Brunswick. She was severely damaged, and, as it was anticipated that repairs would take some months, the Royal Canadian Navy agreed to take her over, bringing their total of ex-American destroyers up to seven. She was ready for service in June, 1941, and was employed on convoy escort duties in the Western Atlantic till 1943, when she was allocated for training purposes at St. John's and at Digby, Nova Scotia. In April, 1945, she was placed on the disposal list.

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H.M.S. LANCASTER

(*U.S.S. Philip*)

Commanding Officers,

Commander N. H. Whatley, R.N.	December, 1940
Temporary Lieutenant-Commander J. R. Clarke, R.N.V.R.	March, 1943
Lieutenant J. D. Ritchie, R.N.	April, 1944
Lieutenant J. R. Pritchard, D.S.C., R.N.	December, 1944

THE *Lancaster* was commissioned on the 23rd October, 1940, for service in the Fourth "Town" Flotilla, and left St. John's, Newfoundland, on the 12th November for the United Kingdom, arriving at Belfast on the 18th.

On passage across the Atlantic this flotilla passed through the area in which Convoy H.X.84 and the British armed merchant cruiser *Jervis Bay* had been attacked on the 5th November, but sighted nothing.

On her arrival in the United Kingdom the *Lancaster* was allocated to the 17th Destroyer Division as one of the escorts of the First Minelaying Squadron under the Rear-Admiral (Minelayers), and during 1941 and 1942, in addition to much valuable work in the defence of shipping, took part in a number of minelaying operations. In 1941 the City of Lancaster, Ohio, presented her with an illuminated address which was highly prized. In November, 1942, immediately after the opening of the Allied invasion of North Africa (Operation Torch), the *Lancaster* escorted a convoy carrying supplies to the Mediterranean for the build-up of the Allied armies ashore; also she escorted a return convoy.

After refitting at Belfast between January and May, 1943, she resumed her minelaying escort duties with the 17th Destroyer Division, but in August was engaged on special gunnery and radar trials at Holyhead. On the 21st December, she rescued eight survivors from the Norwegian steamship *Norhauk*, which had run on to a mine in 51° 50′ N, 01° 33′ E, off Harwich, while in convoy.

On the 17th January, 1944, the *Lancaster* was damaged in collision with the Swedish steamship *Heders* off the mouth of the River Thames, and was repaired at Leith before joining the Rosyth Escort Forces. On the 27th September, 1944, she rendered valuable assistance when H.M.S. *Rockingham* (ex U.S.S. *Swasey*) was lost on a mine off Aberdeen. Between December, 1944 and March 1945, she was in dockyard hands at Rosyth, before taking up duty as a target ship for training aircraft from the Northern air stations. Her service ended in July 1945, when she was reduced to reserve at Grangemouth.

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H.M.S. LEAMINGTON

(*U.S.S. Twiggs*)

Commanding Officers,

Commander W. E. Banks, D.S.O., R.N.	November, 1940
Lieutenant-Commander H. G. Bowerman, D.S.C., R.N.	February, 1941
Lieutenant-Commander B. M. D. I'Anson, R.N.	April, 1942
Lieutenant C. D. de L. Busii, R.N.	August, 1942

THE *Leamington* was commissioned on the 23rd October, 1940, for service in the Fourth "Town" Flotilla, and left St. John's, Newfoundland, on the 4th November, arriving at Belfast on the 10th and at Plymouth, England on the 15th.

On her way across the Atlantic with other destroyers of the same flotilla she passed through the area in which Convoy H.X.84 and the armed merchant cruiser *Jervis Bay* had been attacked on the 5th November, but sighted nothing.

On her arrival in the United Kingdom the *Leamington* was allocated to the Second Escort Group, Western Approaches Command, at Londonderry, and in September, 1941, escorted Convoy S.C.42 when it was heavily attacked by submarines and lost several ships. The attack lasted a week, and on the 11th, the *Leamington* scored a splendid success when with the destroyer *Veteran* she sank U.207, one of the attacking submarines, in 63° 59′ N, 34° 48′ W, east of Greenland.

On the 27th March, 1942, the *Leamington* added another success to her fine record against the U-boats. While forming one of the escort of the Middle East troop convoy W.S.27, she and three other destroyers sank the German submarine U.587 in 47° 21′ N, 21° 37′ W.

In the summer of 1942 the *Leamington* was escorting convoy P.Q.17 from Iceland to North Russia when the German battleship *Tirpitz* was reported at sea and the convoy was dispersed. For nearly a week the scattered ships were subjected to an all-out attack by submarines and aircraft. No less than twenty-three of the thirty-four ships of the convoy were sunk, the heaviest losses suffered by any Russian convoy during the whole of the war.

After refitting at Hartlepool between August and November, 1942, the *Leamington* was again employed escorting Atlantic convoys. After the Panamanian motor vessel *Buchanan* had been sunk by an enemy submarine on 12th November, in 52° 6′ N, 25° 54′ W, a search was made for her four lifeboats. Assisted by aircraft, the *Leamington* found the last of these boats, with 17 uninjured survivors, on the 25th November. They had been no less than thirteen days adrift.

The following month the *Leamington* was lent to the Royal Canadian Navy, and was employed on the defence of shipping in the Western Atlantic during the next twelve months. During the winter of 1942-43 she experienced extremely bad weather, and after a severe gale arrived at Halifax on the 22nd January, 1943, with ice in front of her bridge varying from two feet in thickness at the top to ten feet at forecastle level. Following a collision on the 14th May, 1943, with the U.S. minesweeper *Albatross*, the *Leamington* was docked at Halifax but was back on service again by the end of the month. On the 27th June, she arrived at Norfolk, U.S.A., for permanent repairs, and remained there till September.

On the 22nd December, 1943, she left Halifax, on the conclusion of her service with the Canadian Navy, and joined the Rosyth Command. She was berthed in the Tyne in reserve but on the 16th July, 1944, was transferred to the Russian Navy and renamed *Jgoochyi* (*Scorcher*).

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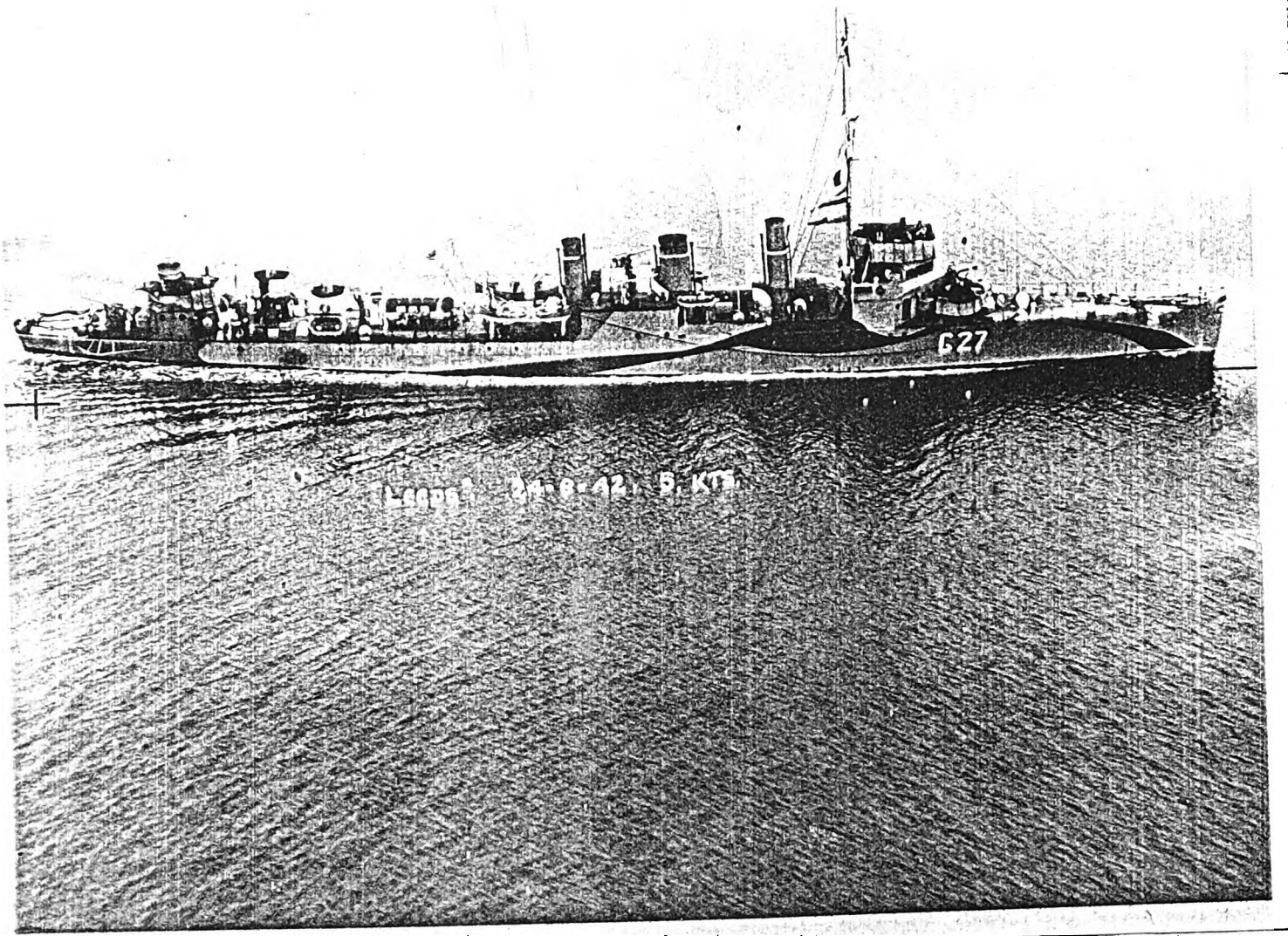

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H.M.S. LEEDS

(*U.S.S. Conner*)

Commanding Officers,

Lieutenant-Commander W. M. L. Astwood, R.N.	November, 1940
Commander C. L. de H. Bell, R.N.R.	February, 1941
Lieutenant E. F. Hamilton-Meikle, R.N.	April, 1942
Lieutenant B. H. Brown, R.N.	February, 1943
Lieutenant R. C. Henley, R.N.	March, 1944

THE *Leeds* was commissioned on the 23rd October, 1940, for service in the Fourth "Town" Flotilla, and left Halifax on the 1st November, arriving at Belfast on the 10th.

On passage across the Atlantic this flotilla passed through the area in which Convoy H.X.84 and the British armed merchant cruiser *Jervis Bay* were attacked on the 5th November. Had the German pocket battleship *Admiral Scheer* been located, the destroyers had orders from the Admiralty to shadow her by day and attack by night, but sighted nothing.

On arrival in the United Kingdom the *Leeds* was allocated to the Rosyth Command and remained in it throughout her active service under the White Ensign. She was employed chiefly in escorting convoys in the North Sea, between the Thames and the Firth of Forth.

On the 1st July, 1941, while escorting Convoy F.N.487 (Southend to Methil) in 53° 4′ N, 1° 33′ E, she attacked and helped to drive off an enemy aircraft which had sunk one merchant vessel in the convoy.

On the 29th August, 1941, she was escorting Convoy E.C.44 (Thames to the Clyde, north-about), in 54° 55′ N, 1° 09′ W, when a hostile aircraft dropped four bombs without damaging the convoy or its escorts. Again, on the 6th February, 1942, while escorting Convoy F.N.624, the *Leeds* and other vessels in company were unsuccessfully attacked at intervals for over two hours by various types of enemy aircraft and were credited with the probable destruction of one of them.

On the 20th April, 1942, the *Leeds* went to the assistance of the destroyer *Cotswold*, which had been badly damaged by a mine in 52° 6′ N, 1° 50′ E, off the east coast of England and helped to tow her to Harwich.

During the first five months of 1943, the *Leeds* refitted at Liverpool, before returning to the Rosyth Escort Force. At Christmas, 1943, the city of Leeds in Yorkshire, sent each man on board a small personal gift in addition to scarves, woollen helmets and sweaters. During the year the *Leeds* had steamed more than 24,000 miles.

On the night of 24th-25th February, 1944, while she was guarding the flank of Convoy F.S.1371, an attack was made on the convoy by German E-boats 25 miles east of Great Yarmouth. The British steamship *Philipp M.*, 2,085 tons, was torpedoed and sunk, but further attacks on the convoy were driven off by the escorting destroyers.

Finally, in April, 1945, the *Leeds* was placed in reserve at Grangemouth, in the Firth of Forth.

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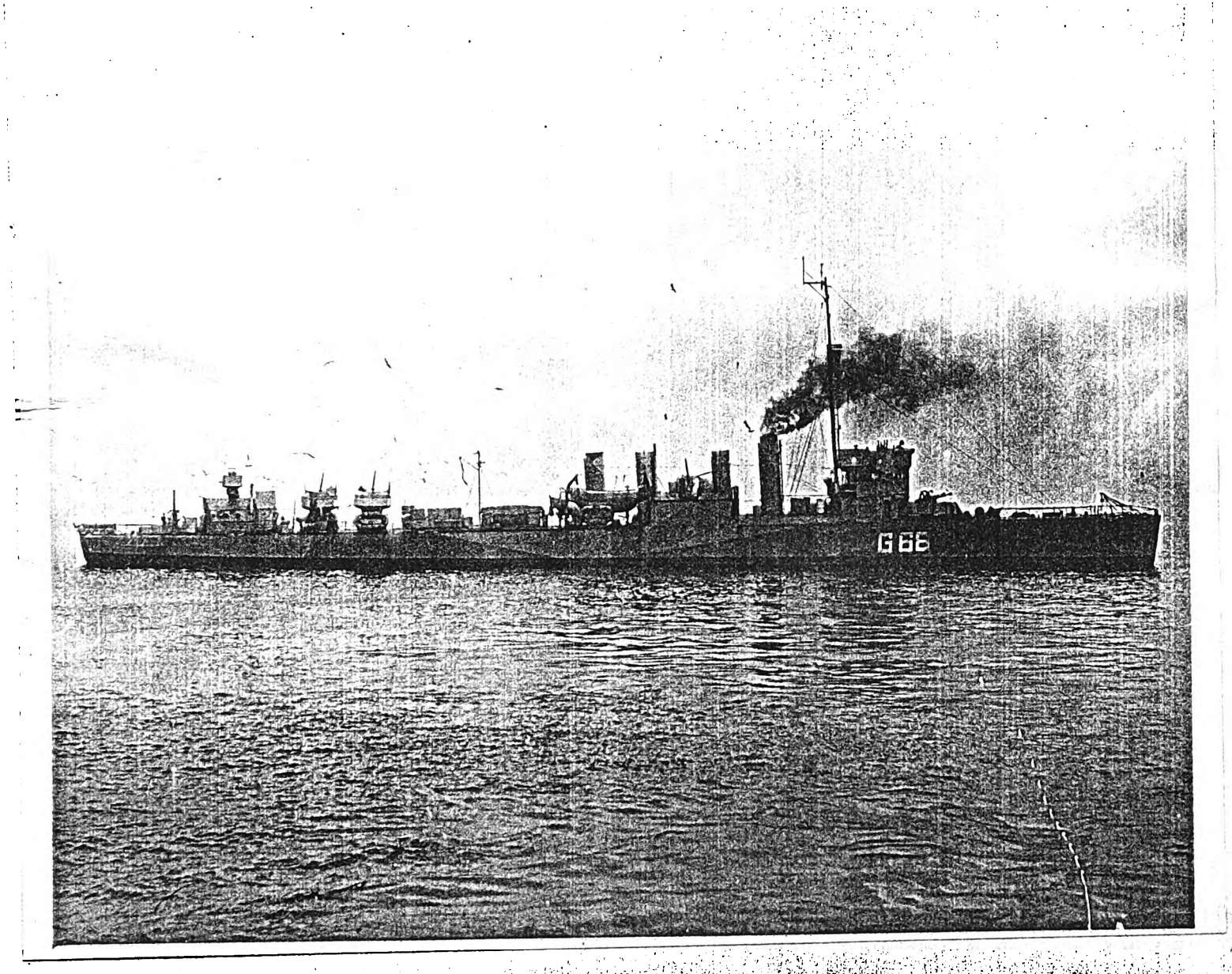

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H.M.S. LEWES

(*U.S.S. Conway*)

Commanding Officers,

Lieutenant D. R. Wheeler, R.N.	October, 1940
Lieutenant-Commander L. H. Phillips, R.N.	November, 1941
Lieutenant-Commander M. V. Thorburn, D.S.C., R.N.V.R.	February, 1943
Temporary Lieutenant-Commander M. H. Grylls, S.A.N.F.(V)	October, 1943

THE *Lewes* was commissioned on the 23rd October, 1940 for service in the Fourth "Town" Flotilla. She left Halifax on the 1st November, arriving at Belfast on the 9th.

On passage across the Atlantic this flotilla passed through the area in which Convoy H.X.84 and the British armed merchant cruiser *Jervis Bay* were attacked on the 5th November. Had the German pocket battleship *Admiral Scheer* been located the destroyers had orders from the Admiralty to shadow her by day and attack by night, but sighted nothing. The *Lewes*, after refitting at Plymouth, England, was on the 29th March, 1941 placed under the orders of the Commander-in-Chief at Plymouth. This turned out to be most unfortunate for her, for she was severely damaged in enemy air raids on Plymouth on nights of the 21st and 22nd April, 1941, and was out of action till the following December. She was then allocated to the British Home Fleet, and in February, 1942, joined the Rosyth Escort Force, in which she was chiefly engaged escorting convoys between the Thames and the Firth of Forth, Scotland.

She was escorting Convoy F.N.861 on the night of 9th-10th November, 1942, when enemy E-boats attacked it off Lowestoft, sank the Norwegian steamship *Fidelio* and damaged the British steamship *Wandle*. The *Lewes* claimed to have hit one of the enemy craft before the Germans made off at high speed.

After refitting in the Humber between December, 1942 and March, 1943, the *Lewes* was transferred to the South Atlantic Station for duty as a target ship for aircraft training, and was the only one of the fifty ex-American destroyers to be attached to that station. She escorted troop convoy W.S.29 on its way to the Middle East and arrived at Simonstown on the 18th May, 1943.

At the Cape her services were often utilised in 1943-44 to search for enemy submarines reported passing westabout round the Cape of Good Hope on their way back from attacks on shipping in the Indian Ocean.

In 1944 she was transferred from the South Atlantic Station to the Eastern Fleet for duty as a submarine tender and torpedo target ship—the only ex-American destroyer to serve in Eastern waters—and left Durban on the 13th August. She reached Ceylon a month later, and was based at Trincomalee till January, 1945, when she was transferred to the British Pacific Fleet for service as a target ship for aircraft training. She arrived at Freemantle, Australia, on the 11th February, 1945, and reached Sydney, New South Wales, on the 20th, remaining there till the end of hostilities. On the 12th October, 1945, this most widely travelled of all the fifty destroyers was reported no longer required in the British Pacific Fleet, and before the year ended was ordered to be paid off and scrapped.

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H.M.S. LINCOLN

(*U.S.S. Yarnall*)

Commanding Officer,
LIEUTENANT R. J. HANSON, R.N. February, 1941

THE *Lincoln* was commissioned on the 23rd October, 1940, for service in the Fourth " Town " Flotilla. She left St. John's, N.F., on the 3rd November for the United Kingdom, arriving at Belfast on the 9th and at Plymouth on the 15th.

On passage across the Atlantic this flotilla passed through the area in which convoy H.X.84 and the British armed merchant cruiser *Jervis Bay* were attacked on the 5th November. Had the German pocket battleship *Admiral Scheer* been located the destroyers had orders to shadow her by day and attack by night, but sighted nothing.

On her arrival in the United Kingdom the *Lincoln* was allocated to the First Escort Group, in the Western Approaches Command, at Londonderry, and escorted both trade and troop convoys across the Atlantic.

A picture of Abraham Lincoln which was presented to her by Colonel Frank Knox, Secretary of the United States Navy, in January, 1941, was highly prized on board. In 1941, she took part in one of the most dramatic and brilliantly executed sea rescues of the whole war. On the 6th April the British armed merchant cruiser *Cormorin* caught fire in 54° 34′ N, 21° 20′ W, in mid-Atlantic, and had to be abandoned and sunk. In the heavy sea and strong south-easterly wind the removal of officers and men from the blazing ship was a difficult operation. The *Lincoln* was able, however, to take off no less than one hundred and twenty-one men, including military personnel on passage to Freetown. For his initiative and skill Lieutenant Ronald John Hanson, R.N., the Commanding Officer, was mentioned in despatches.

Between September, 1941 and February, 1942, the *Lincoln* refitted at Woolwich, and was then manned by the Norwegian Navy and served with the Western Local Escort Force, working from Halifax and St. John's, Newfoundland. From July, 1942, still manned by the Norwegian Navy, she was one of the destroyers transferred to the Royal Canadian Navy on loan for convoy escort duty.

A good story is told of the hardihood of her Norwegian crew. The senior ship in one convoy group to which she was attached was the destroyer *Viscount*, whose pride in her boat's crew was backed by several victories over other ships. The *Lincoln* challenged the *Viscount* to a boat pulling race, and the *Lincoln's* men won handsomely. The *Viscount* asked for a return race. Again her best crew was beaten. Yet a third race ended in a comfortable win for the Norwegians. The two Commanding Officers met on shore and the British captain paid his tribute to the fine performances of the *Lincoln's* crew. " I forgot to mention it before," replied the Norwegian captain, " but our boat's crew pulled all the way from Norway to England " !

After refitting at Charleston, South Carolina, in February and March, 1943, the *Lincoln* returned to convoy escort duty with the Western Support Force, Atlantic Coast Command, Royal Canadian Navy. Towards the end of the year she re-crossed the Atlantic. Leaving Halifax on the 19th December, she reached Londonderry on Christmas Day, and in 1944 was placed in reserve in the Tyne. On the 26th August, 1944, she was handed over to the Russian Navy to provide spare parts for the eight ex-American destroyers previously transferred to Russia. She took passage in Convoy J.W.60, and arrived in the Kola Inlet on the 23rd September, 1944.

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H.M.S. LUDLOW

(*U.S.S. Stockton*)

Commanding Officers,

Commander G. B. Sayer, R.N.	October, 1940
Lieutenant-Commander G. Blackler, R.N.	November, 1941
Temporary Lieutenant-Commander The Marquis of Graham, R.N.V.R.	March, 1943

THE *Ludlow* was commissioned on the 2nd October, 1940, and a fortnight later was adopted by the town of Ludlow, in Shropshire, England. To commemorate the association the Mayor of Ludlow paid a visit to the ship when she was docked at Rosyth in August, 1941.

For a time in 1943 the Commanding Officer was Lieutenant-Commander the Marquis of Graham, R.N.V.R., heir to the ancient Dukedom of Montrose. The Marquis was a fluent speaker of Gaelic, and he arranged for some men who spoke the same language to be drafted on board. Four men from the Western Isles arrived, including a stoker, Archibald McPhail, from Islay, who brought his bagpipes, and asked permission to play the ship in and out of harbour. A quarter of the ship's company, who were Scottish, were in favour of the idea. At least one of the "four-stackers," therefore, had its official piper.

The *Ludlow* left St. John's, Newfoundland, on the 3rd November for the United Kingdom, and arrived at Belfast on the 9th. On passage across the Atlantic she passed through the area in which Convoy H.X.84 had been saved from the German pocket battleship *Admiral Scheer* by the British armed merchant cruiser *Jervis Bay* on the 5th November, but sighted nothing. On the 9th November, the *Ludlow* was bombed by an enemy aircraft seventeen miles from Fanad Head but escaped damage.

After four months in dockyard hands at Plymouth, she was allocated to the Rosyth Command and was employed in escorting East Coast convoys between the Thames and the Forth. Fortune favoured her, for she came through several enemy air attacks on the convoys unscathed. Between August and December, 1941, she was in dockyard hands at Liverpool, and rejoined the Rosyth Command early in 1942. With further spells in dockyard hands at Rosyth and Leith, she continued on convoy work until reduced to reserve at Rosyth after the end of the War.

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H.M.S. MANSFIELD

(*U.S.S. Evans*)

Commanding Officers,

Commander J. F. A. T. Ulstrup, Royal Norwegian Navy	December, 1940
Lieutenant-Commander L. C. Hill, O.B.E., R.N.R.	March, 1942
Lieutenant-Commander F. J. G. Jones, R.N.R.	July, 1943

THE *Mansfield* was commissioned in October, 1940, and left Halifax on the 8th November, and St. John's, Newfoundland, on the 12th, with three other destroyers of the "Town" Class. On their passage across the Atlantic they passed through the area in which the British armed merchant cruiser *Jervis Bay* had been sunk while protecting Convoy H.X.84 on 5th November, but sighted nothing.

In December, the *Mansfield* was taken over by the Royal Norwegian Navy, and Commander J. F. A. T. Ulstrup assumed command. She was allocated to the Sixth Escort Group, Western Approaches Command, at Liverpool. In January, 1941, the ship was formally adopted by the town of Mansfield, Nottinghamshire, in England, and to commemorate the association a bronze plaque was presented to her by the people of the city.

In the early hours of the 12th April, 1941, the *Mansfield* raided a fish oil factory in enemy hands near Hammerfest in Oy Fiord, Norway (70° 30′ N, 22° 40′ E). The Norwegian sailors of the landing party destroyed all essential machinery in the factory, and tried to capture the local quisling leader, but he decamped to avoid arrest.

The *Mansfield* refitted at Chatham between November, 1941 and May, 1942, after some arduous convoy escort work with the Sixth Group in the Atlantic, and was then allocated to the Special Escort Division at Liverpool. On the 30th March she had been returned to the Royal Navy by the Norwegians while under refit.

On the 20th July, 1942, she went to the assistance of the steamship *Lavington Court*, which had been torpedoed in Convoy O.S.34 by a submarine in 42° 38′ N, 25° 28′ W, the previous day. The crew of *Lavington Court* had been taken off by the sloop *Wellington*, which, owing to the scarcity of escorts, had to rejoin the convoy. The *Lavington Court* was still afloat, and tugs got her in tow, but unfortunately she foundered on the 1st August. In September, 1942, the *Mansfield* was lent to the Royal Canadian Navy and ordered to join the Western Local Escort Force, based on Halifax and St. John's.

She made several unsuccessful attacks on submarine contacts and assisted ships in distress, including some in Convoy H.X.229, which was attacked for several days in March, 1943, at the culminating period in the Battle of the Atlantic. On the 21st, she brought into Greenock survivors of the American steamship *Matthew Luckenbach*, sunk on the 19th in 54° 23′ N, 23° 34′ W. By November, newer escorts were available, and the *Mansfield* was reduced to care and maintenance status at Halifax.

In April, 1944, an offer to return her to the U.S.A. was declined, and it was requested that steps should be taken for her disposal. On the 22nd June, 1944, the Canadian Naval Service Headquarters, Ottawa, ordered her to be prepared for scrapping and she was finally paid off after rendering long and valuable service.

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H.M.S. MONTGOMERY

(*U.S.S. Wickes*)

Commanding Officers,

Lieutenant-Commander W. L. Puxley, R.N.	October, 1940
Temporary Lieutenant R. Harrison, R.C.N.R.	January, 1943
Lieutenant J. H. Fowler, R.N.	May, 1944

THE *Montgomery* was commissioned on the 23rd October, 1940, for service in the Fourth "Town" Flotilla, and left Halifax on the 1st November for the United Kingdom, via St. John's.

On the 5th November, the German pocket battleship *Admiral Scheer* attacked Convoy H.X.84 and sank the armed merchant cruiser *Jervis Bay* and five merchant ships. The *Montgomery* swept through the area of the attack with other destroyers searching for wreckage or survivors, but found nothing. Their orders were to shadow the enemy if sighted by day and attack by night.

The *Montgomery* arrived at Belfast on the 11th November, and left for Plymouth on the 18th. She was allocated to the Seventh Escort Group, Western Approaches Command, Liverpool. One of the first ships she assisted was the motor tanker *Scottish Standard*, which was attacked by aircraft on the 21st February, 1941, and was sunk on the same day by a submarine. The *Montgomery* landed 39 survivors at Oban three days later.

After repairing at Barrow, Lancashire, between April and September, 1941, the *Montgomery* joined the Fourth Escort Group, Greenock. On the 17th January, 1942, she picked up seven survivors of the Panamanian steamship *Friar Rock*, which had been torpedoed and sunk in 45° 30′ N, 50° 40′ W, a hundred miles south-east of Cape Race, Newfoundland, four days earlier.

During the following month the *Montgomery* was allocated to the Western Local Escort Force at Halifax, Nova Scotia, and later in the year was lent to the Royal Canadian Navy while employed on this service. On the 27th December, she arrived at Charleston, South Carolina, for a two-months' refit.

On the 25th February, 1943, she picked up survivors from the steamship *Manchester Merchant*, which had been sunk by a submarine in 45° 10′ N, 42° 23′ W, 390 miles west of Cape Race. On the 12th December, 1943, the *Montgomery* rendered assistance to the *Spruce Lake*, a barge belonging to Bowater-Lloyd, the famous paper mills company, and in recognition was presented with a silver cigarette box. On the 27th December, she left Halifax on transfer to the Rosyth Command and brought home survivors of the destroyer *Hurricane*, which had been sunk by a submarine on the 24th. On her arrival the *Montgomery* was placed in reserve in the Tyne, and in April, 1945, was removed from the effective list, for breaking up.

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H.M.S. NEWARK

(*U.S.S. Ringgold*)

Commanding Officers,

Lieutenant-Commander R. H. W. Atkins, R.N.	February, 1941
Lieutenant-Commander T. A. Pack-Beresford, R.N.	January, 1942
Lieutenant-Commander D. F. Townsend, R.N.	April, 1942
Temporary Lieutenant-Commander G. C. Gladstone, R.N.V.R.	August, 1943
Temporary Lieutenant-Commander H. T. S. Clouston, R.N.V.R.	July, 1944

ON being taken over at Halifax, the *Newark* was manned by a care and maintenance party of the Royal Canadian Navy. She was commissioned by a Royal Navy crew on 5th December, 1940, but four days later, was damaged in collision with the *Newmarket* and was unable to leave Halifax for the United Kingdom till 4th February, 1941, when she sailed in company with the *Wells*. Her misfortunes continued. The two ships encountered a heavy gale, the *Wells* lost her topmast and the *Newark* developed engine trouble and had to be towed back to Nova Scotia. She sailed again on the 26th February, and reached Belfast on the 5th March and Plymouth, England, on the 9th. She was allocated to the 17th Destroyer Division, which provided escorts for the First Minelaying Squadron off the West Coast of Scotland, and also for the Iceland Ferry Service.

In an air raid on Belfast during the night of the 4th-5th May, the *Newark* was superficially damaged and suffered one minor casualty. She was repaired at Belfast between May and August, and then resumed escort duties with the Minelaying Squadron and on the 25th August, 1941, was in company with H.M.S. *Southern Prince*, flagship of the Rear-Admiral (Minelayers), when a torpedo hit her forward, and she was escorted to Belfast. Between February and May, 1942, she refitted in the Thames. Before the end of May she was once more at sea, and on 31st May attacked and probably damaged a U-boat in 62° 21′ N, 17° 54′ W. She continued escorting minelayers, and on the 20th August, 1942, in company with the *Castelton*, picked up the crew of the German submarine U.464, which had been sunk in 61° 25′ N, 14° 40′ W, off Iceland, by a United States Catalina aircraft. Between October and December, 1942, she refitted in the Tyne before returning to escort duty with the 17th Destroyer Division. During 1944 the *Newark* was employed with the Rosyth Escort Force, and in January, 1945, became an aircraft target ship under the orders of the Rear-Admiral, Northern Air Stations.

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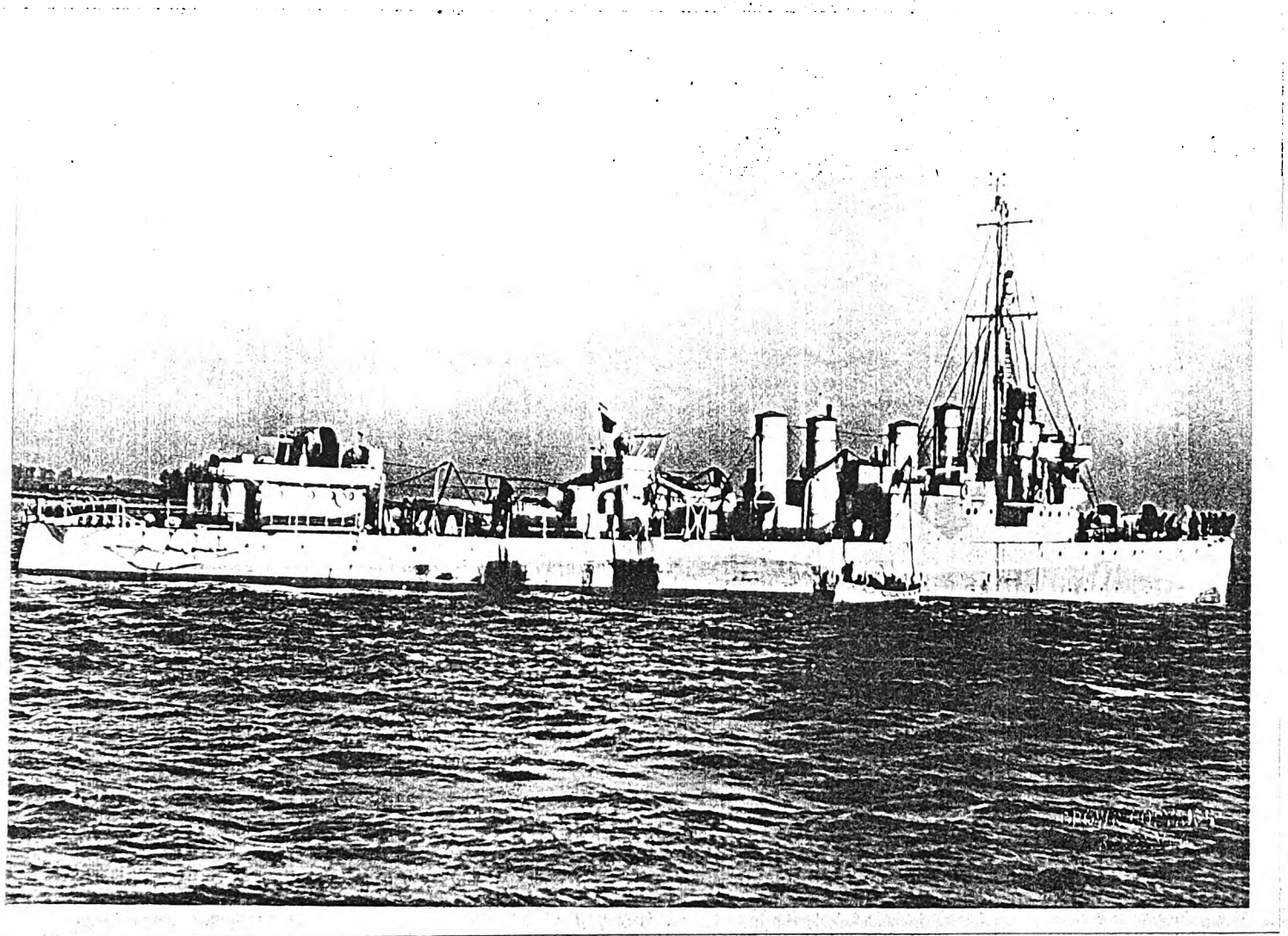

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H.M.S. NEWMARKET

(*U.S.S. Robinson*)

Commanding Officers,

Lieutenant-Commander G. B. O'B. Harding, R.N.	January, 1941
Lieutenant-Commander C. W. North, R.N.	October, 1941
Lieutenant-Commander R. C. V. Thomson, R.N.	June, 1942
Lieutenant E. I. Pilditch, R.N.	March, 1943
Lieutenant C. G. de L. Bush, R.N.	June, 1944
Temporary Lieutenant G. C. Davies, R.N.	January, 1945

THE *Newmarket* was taken over by a care and maintenance party of the Royal Canadian Navy at Halifax on November 26th, 1940, and was commissioned by a Royal Naval crew on the 5th December.

Four days later she was in collision with the *Newark*, owing to the jamming of a manoeuvring valve. She sustained little damage, and left Halifax on the 15th January for the United Kingdom, calling at St. John's, and arriving at Belfast on the 26th and at Plymouth, England on the 30th.

After a short refit in the Humber, she began convoy escort work in the Western Approaches Command and on the 2nd June, 1941, was unsuccessfully attacked by an aircraft in the North-Western Approaches. Later that month she proceeded to Sheerness, and was in dockyard hands till November, when she joined the 8th Escort Group, at Londonderry.

On the 3rd January, 1942, she had to leave Convoy H.X.166 on account of boiler trouble, and proceeded to Lough Foyle. On the 30th she arrived at Liverpool, and was under refit till the end of March.

In April, she escorted the Russian Convoy P.Q.14, but, a month later, was allocated for duty as an aircraft target ship in the Firth of Forth. She refitted at Leith between December, 1942, and February, 1943, and later in the year refitted again at Rosyth. In September, 1943, she was reduced to care and maintenance status at Rosyth, but resumed duty as an aircraft target ship from the Spring of 1944, till after the end of the war in Europe, when she was paid off and scrapped.

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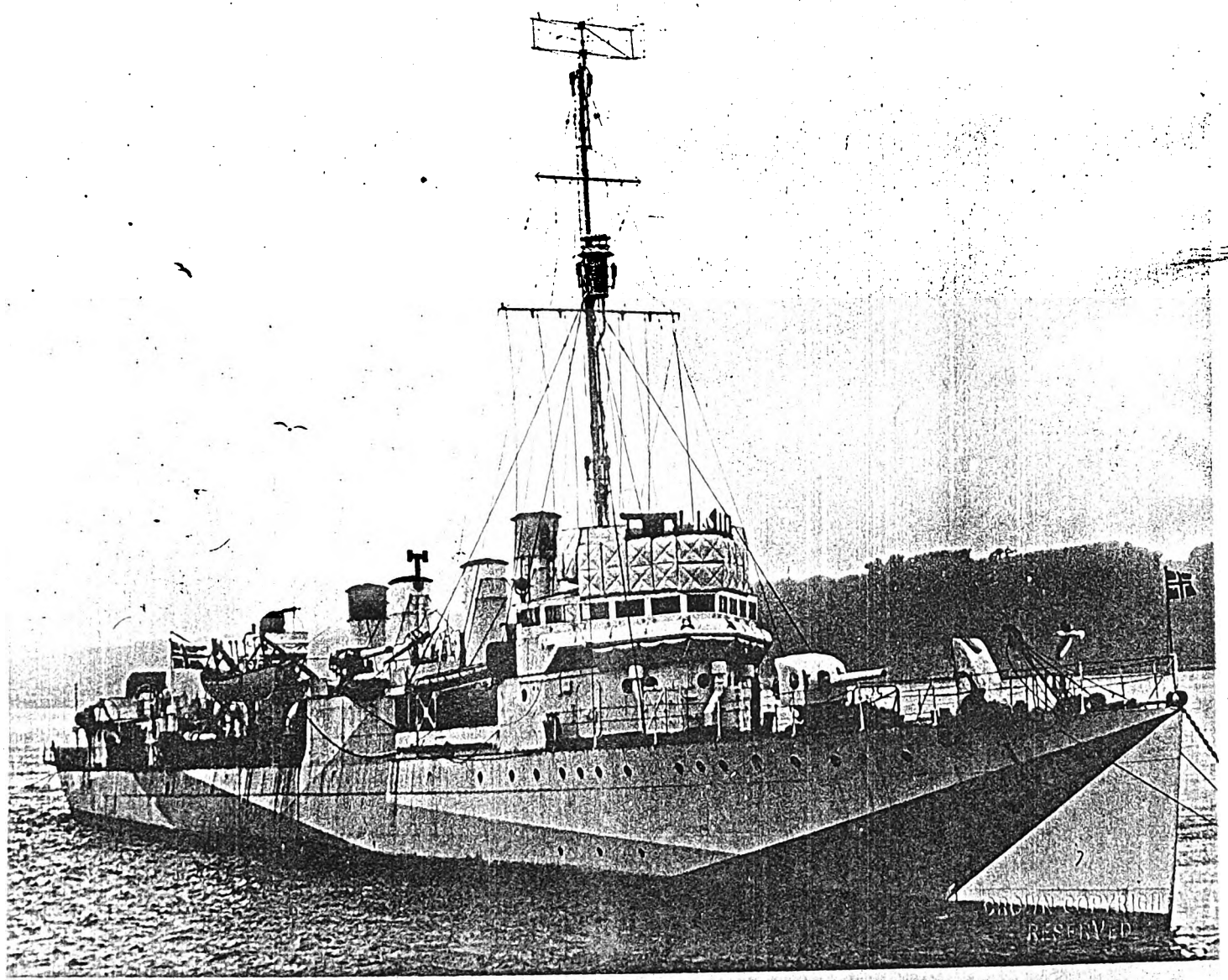

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H.M.S. NEWPORT

(*U.S.S. Sigourney*)

Commanding Officers,

Lieutenant-Commander A. H. P. Noble, R.N.	February, 1941
Lieutenant K. I. Hamilton, D.S.C., R.N.	November, 1942
Lieutenant-Commander W. A. Grinham, R.N.V.R.	March, 1943
Temporary Lieutenant-Commander S. M. Booker, R.N.V.R.	August, 1944
Lieutenant-Commander A. K. MacKelvie, M.B.E., R.N.V.R.	February, 1945

THE *Newport* was taken over by a care and maintenance party of the Royal Canadian Navy at Halifax, on the 26th November, 1940, but was commissioned by a Royal Naval crew on the 5th December. She left Halifax on the 19th, and St. John's on the 23rd December, for the United Kingdom, arriving at Belfast on the 30th. While on passage to Plymouth she put into Milford Haven with engine trouble, and two days later, on the 5th January, went on to Cardiff for temporary repairs. When she finally reached Plymouth on the 16th she was taken in hand for permanent repairs, and was once again reduced to a care and maintenance party.

In March, 1941, she was transferred to the Royal Norwegian Navy and on the 10th October, H.M. the King of Norway inspected her at Plymouth. She then joined Group 43, Western Approaches Command, at Londonderry; but in December, 1941, was transferred to the 7th Escort Group, at Liverpool. She was engaged escorting Atlantic convoys till June, 1942, when she was handed back to the Royal Navy by the Norwegians and became an aircraft target ship in the Western Approaches Command. Owing, however, to the need for retubing her boilers, and other repairs, it was not till June, 1943, that she actually began duty. During the last six months of 1944, she steamed more than 20,000 miles as an aircraft target ship in the Rosyth Command.

She was adopted by the Borough of Newport, Monmouthshire, England, in January, 1943. In June, 1945, she was reduced to reserve at Grangemouth, in the Firth of Forth.

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H.M.C.S. NIAGARA

(*U.S.S. Thatcher*)

Commanding Officers,

Lieutenant-Commander R. F. Harris, D.S.C., R.C.N.R.	February, 1942
Lieutenant-Commander W. H. Willson, D.S.C., R.C.N.	September, 1943
Temporary Commander R. B. Mitchell, R.C.N.R.	July, 1944

THE *Niagara* was taken over at Halifax, by the Royal Canadian Navy, on the 24th September, 1940. She sailed on the 30th November and arrived in the United Kingdom on the 11th December, after calling at St. Johns, Newfoundland on the way.

Early in 1941 she was allocated to the Fourth Escort Group, Western Approaches Command, Greenock, and on the 9th May unsuccessfully attacked a submarine contact in 54° 42′ N, 14° 00′ W, while escorting a Gibraltar convoy, H.G.60. She was transferred to the Newfoundland Escort Force and took part in the capture of a German submarine off Iceland on the 28th August. This was U.570, which had surrendered the previous day to a Hudson aircraft of Coastal Command, R.A.F. The *Niagara* arrived on the scene at 0802 on the 28th, and by 1800, as the weather had moderated, had taken off the crew of 43 officers and men. The captured submarine was then towed into Thorlakshafn, Iceland, and after being recommissioned in the Royal Navy rendered valuable service as H.M.S. *Graph*.

In January, 1942, the *Niagara* escorted to Belfast the Norwegian motor vessel *Triton* which had been badly damaged in a hurricane. On the 9th March she picked up some of the survivors of the American steamship *Independence Hall*, which had run aground and broken in half on the West Bar of Sable Island off Nova Scotia.

The very next month she picked up twenty survivors of the steamship *Rio Blanco* who had been adrift in two open boats ever since being torpedoed in 35° 16′ N, 74° 18′ W, forty miles east of Cape Hatteras, on the 1st April.

From May till August, 1942, the *Niagara* was undergoing boiler repairs at Pictou before resuming convoy escort duties in the Western Atlantic. Between June and October, 1943, she underwent another refit at Pictou, and again returned to convoy escort duties.

In 1944 she became a torpedo firing ship for the Royal Canadian Navy, first at Halifax, and from the spring of 1945 till the end of the war at St. John, New Brunswick.

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H.M.S. RAMSEY

(*U.S.S. Meade*)

Commanding Officers,

Lieutenant A. G. Vanremen, R.N.	January, 1941
Lieutenant-Commander R. B. Stannard, V.C., R.N.R.	March, 1941
Lieutenant-Commander R. C. S. Woolley, R.N.R.	November, 1942
Lieutenant-Commander W. Lambert, R.N.V.R.	December, 1942
Temporary Lieutenant-Commander G. D. Davies, D.S.C., R.N.R.	June, 1943
Lieutenant R. A. St. C. Sproul-Boulton, R.N.	September, 1944
Temporary Lieutenant J. E. Barris, R.N.V.R.	March, 1945

THE *Ramsey* was commissioned for service in the Fifth "Town" Flotilla on the 26th November, 1940, and left Halifax on the 5th December, arriving at Belfast on the 14th and at Plymouth, England, on the 17th.

Early in 1941 she joined the Fifth Escort Group at Liverpool, and was employed escorting Atlantic convoys. In July, she was transferred to the Newfoundland Escort Force, but continued her duties as an Atlantic convoy escort. She refitted at Boston, U.S.A., between November, 1941 and February, 1942, and then returned to the Newfoundland Escort Force.

In April, 1942, she reported a defective turbine, and as Halifax was very congested with repair work the facilities available in the United States under Lend-Lease were gladly utilised, the *Ramsey* repairing at Charleston, South Carolina, from April until July.

She was afterwards allotted to B.6 Unit at Liverpool, in the Western Approaches Command. From November, 1942 to June, 1943, she was reduced to care and maintenance for further repairs at Grimsby. She then served as an aircraft target ship in the Western Approaches Command from 1943 to 1945. After the end of the war in Europe she was reduced to reserve at Grangemouth, Firth of Forth, and approval was given in July, 1945, for her to be scrapped.

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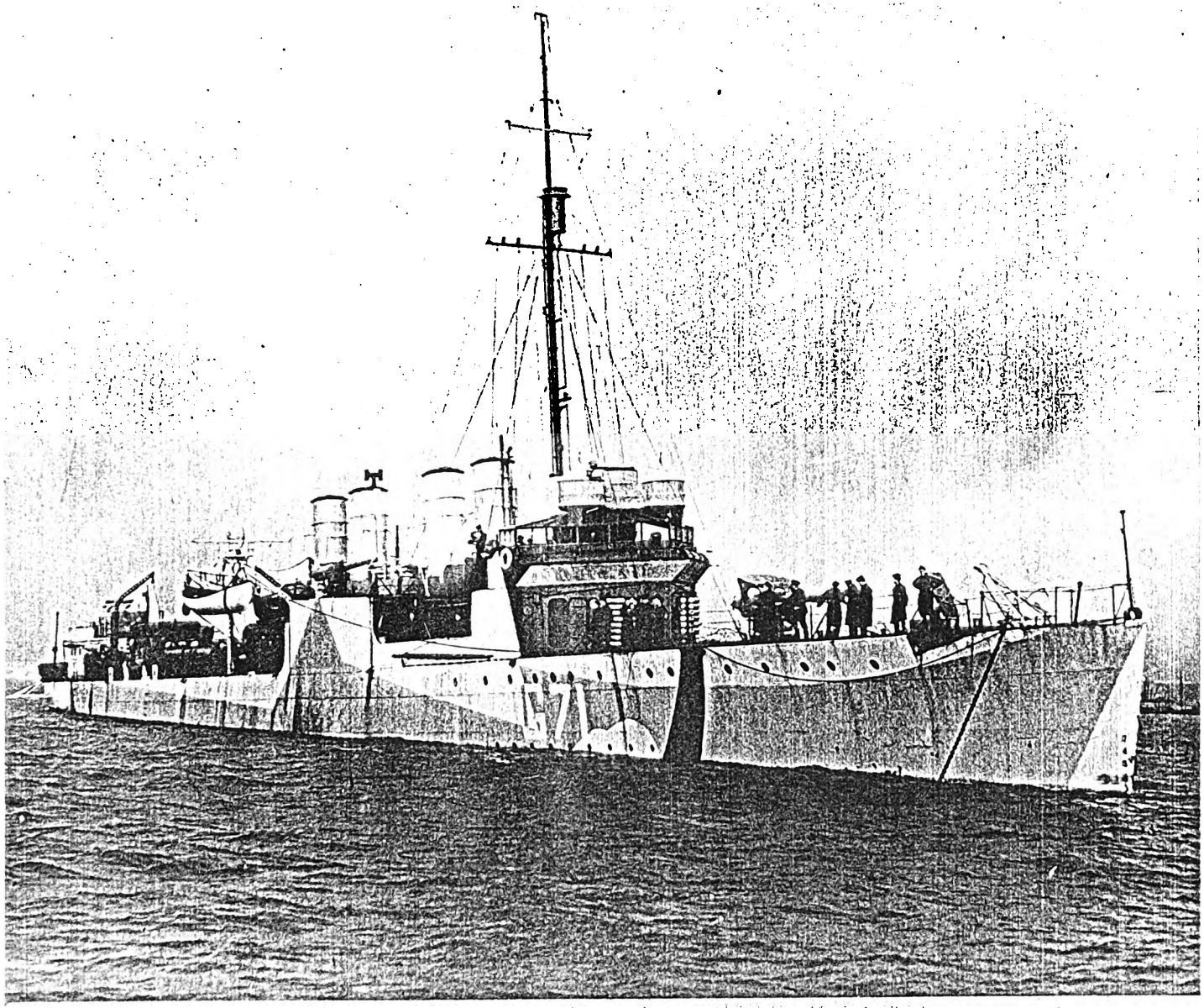

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H.M.S. READING

(*U.S.S. Bailey*)

Commanding Officers,

Lieutenant-Commander D. V. Clift, R.N.	March, 1941
Lieutenant-Commander H. Lambton, R.N.	August, 1942
Lieutenant-Commander R. E. Blyth, R.N.V.R.	February, 1943
Temporary Lieutenant-Commander W. P. Bush, D.S.C., R.N.V.R.	February, 1944
Temporary Lieutenant-Commander G. P. Evans, D.S.C., R.N.V.R.	June, 1944

THE *Reading* was commissioned on the 26th November, 1940, for service with the Fifth "Town" Flotilla, and arrived at Belfast on the 14th December and at Plymouth, England, on the 17th.

She was employed escorting convoys in the Atlantic, working from Liverpool, but was not allocated to a particular escort group until May, 1941, when she joined the Eighth Escort Group. At the end of June, 1941, she formed one of the escort of Convoy W.S.9 B, carrying troops and military stores from the Clyde for the Middle East via the Cape. In July, 1941, she was allocated to the Newfoundland Escort Force, for Group 15 (two destroyers and three corvettes), but transferred a month later to Group 23 (two destroyers, two corvettes). Between September, 1941 and February, 1942, she refitted at Liverpool, before resuming duty in the Newfoundland Escort Force.

By May, 1942, she was in need of another refit, and on the 20th arrived in the Thames and was in dockyard hands till the end of September. In October, 1942, she was allocated for duty as a target ship for aircraft from the R.N. Air Station, Fearn, Scotland, and continued this useful work till July, 1945, when she was handed over to the ship-breakers at Rosyth.

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H.M.S. RICHMOND

(*U.S.S. Fairfax*)

Commanding Officers,

Lieutenant-Commander A. F. L. Evans, R.N.	January, 1941
Lieutenant-Commander W. A. Moens, R.N.	August, 1941
Lieutenant-Commander J. M. Rodgers, R.N.	January, 1942
Lieutenant-Commander A. T. Morgan, R.N.V.R.	March, 1943

THE *Richmond* was manned by a care and maintenance party of the Royal Canadian Navy on the 26th November, 1940, and commissioned by a crew from the Royal Navy on the 5th December. She left Halifax on the 19th and St. John's on the 23rd, arriving at Belfast on the 26th January and Plymouth, England, on the 31st.

She joined the escort forces working from Liverpool in the Western Approaches Command for duty with Atlantic convoys. In June, 1941, she was transferred to the Newfoundland Force, joining Group No. 17 (two destroyers, two corvettes), but in October, rejoined the Western Approaches Command, and refitted at Cardiff between November 1941 and February, 1942.

Her next duty was escorting Russian convoy P.Q.14. While so engaged she was damaged on the 31st March by collision with an American ship south of Iceland, and returned to Iceland, whence she was towed to Liverpool in May, arriving there on the 14th. She remained under repair till the end of December, and then joined the Greenock Special Escort Division, Western Approaches Command. In August, 1943, she was lent to the Atlantic Coast Command, Royal Canadian Navy, for the Western Escort Force based on St. John's, Newfoundland.

By the end of 1943, newer escorts had become available, and Canadian Naval Service Headquarters, Ottawa, reported that (with two exceptions) all the " Town " class in the Western Escort Force were available for trans-Atlantic passenger duty and suitable for non-operational use in the United Kingdom. The *Richmond* arrived at Londonderry on the 25th December and reached the Tyne on the 27th. She became part of the Reserve Fleet, but on the 16th July, 1944, was transferred to the Russian Navy and renamed *Jivoochyi* (*Lively*).

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H.M.S. RIPLEY

(*U.S.S. Shubrick*)

Commanding Officers,

Lieutenant-Commander J. A. Agnew, R.N.	December, 1940
Commander G. W. E. Castens, R.N.	January, 1942
Lieutenant L. G. Toone, R.N.	April, 1943
Temporary Lieutenant-Commander W. F. McAusland, R.N.V.R.	November, 1943

THE *Ripley* was commissioned on the 26th November, 1940, for service with the Fifth "Town" Flotilla, and arrived at Belfast on the 22nd December and Plymouth, England, on the 27th. In March, 1941, she was allocated to the Fifth Escort Group, in the Western Approaches Command, Liverpool, for Atlantic convoy duty.

On the 3rd March, a large enemy merchant vessel, escorted by six smaller ships, was reported by aircraft about 20 miles west of Ushant. The *Ripley* was ordered to establish an east and west patrol ten miles either side of position 49° 48′ N, 5° 56′ W, as part of an operation to intercept this convoy, but nothing was found.

In May, 1941, the *Ripley* took part in the operations which led to the sinking of the German battleship *Bismarck* on the 27th, when, with four other destroyers of the Western Approaches Command, she was placed at the disposal of the Commander-in-Chief, Home Fleet, and ordered to proceed to a position in 55° N, 15° W. While the British ships were returning to base, after the enemy had been sunk, they were subjected to several heavy enemy air attacks, and the destroyer *Mashona* was sunk. At 1410 on the 28th May, the *Ripley* was bombed in a position some eighty miles east of Tory Island, but fortunately escaped undamaged.

In June, 1941, she was escorting Convoy H.X.133, when it was heavily attacked by submarines and lost some ships. One submarine, U.556, was sunk on the 27th June and another, U.651, on the 29th, but it was not the *Ripley's* good fortune to be in a position to take part in either of these sinkings.

In July, 1941, the *Ripley* was allocated to the Newfoundland Escort Force, and after joining Group No. 14 (Fast), she escorted some important convoys across the Atlantic before returning to Britain for refit.

Early on the morning of the 4th September, 1941, she grounded under a steep cliff off Flamborough Head, Yorkshire, in foggy weather, and though refloated the same day, suffered extensive damage. On the evening of the 5th she was towed into the Humber and on the 24th to Middlesbrough, where she remained in dockyard hands till February, 1942.

One of her duties after returning to the Western Approaches Command was to escort W.S.20, an important convoy carrying troops and military stores to the Middle East, on the early stages of its long voyage round the Cape.

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In June the same year, she was allotted to Unit B.2 of the Liverpool Escort Forces, Western Approaches Command, but in August joined the Greenock Special Escort Division, and in September Unit B.7, working from Londonderry. From November, 1942, to May, 1943, she was in dockyard hands at Liverpool.

She was then allocated to the Orkneys and Shetlands Command, and two months later took part in the Home Fleet operation "Governor," a diversion designed to maintain the threat of invasion of Norway at the time of the landing in Sicily.

In January, 1944, the *Ripley* was placed in reserve in the Tyne, where she remained till April, 1945, when she was ordered to be scrapped.

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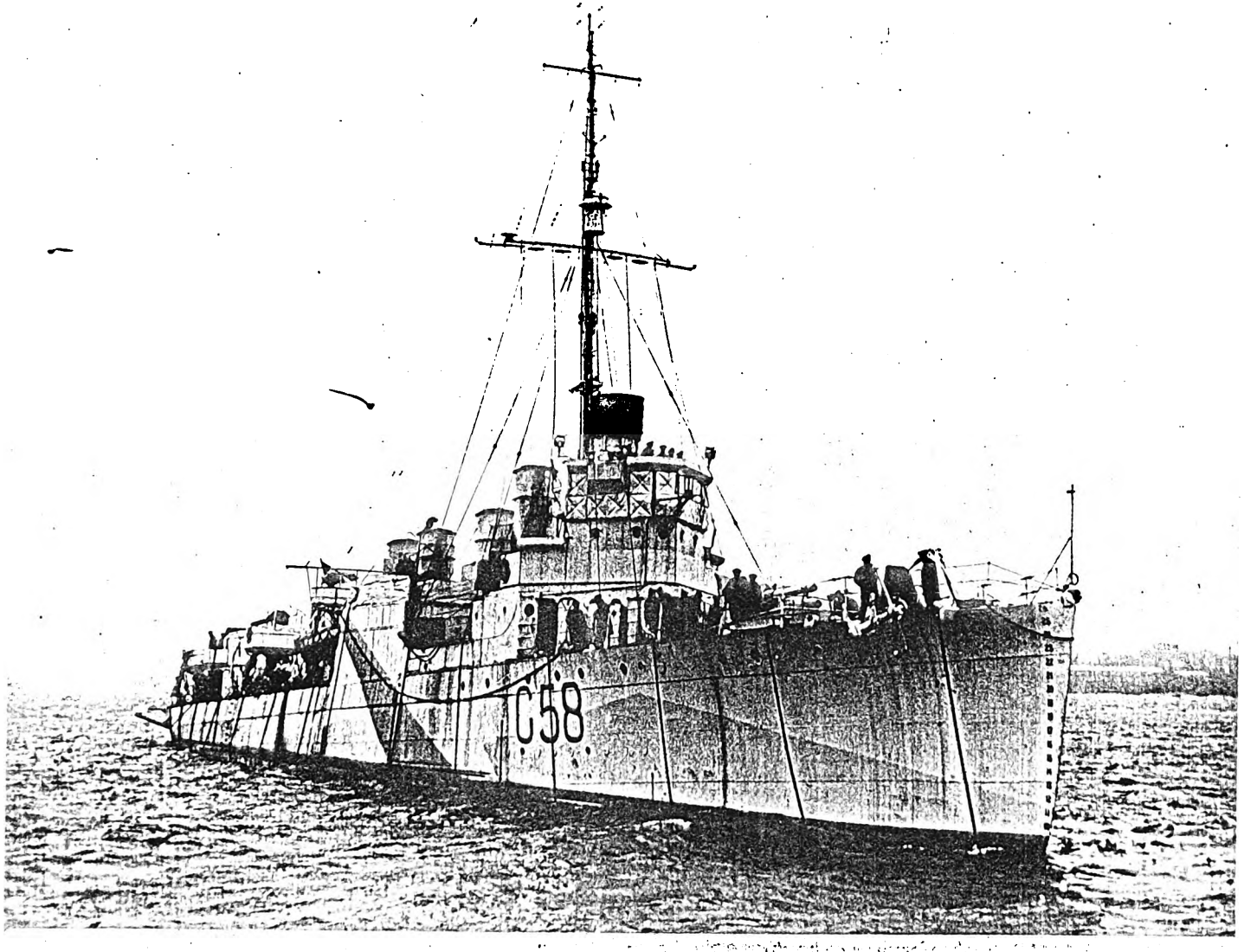

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H.M.S. ROCKINGHAM

(*U.S.S. Swasey*)

Commanding Officers,

Commander L. M. Shadwell, R.N.	December, 1940
Lieutenant-Commander A. H. T. Johns, R.N.	March, 1941
Lieutenant-Commander N. W. Duck, D.S.C., R.N.R.	August, 1942
Lieutenant-Commander A. R. Tauderin, R.N.V.R.	November, 1943
Temporary Lieutenant-Commander J. C. Cooper, R.N.V.R.	August, 1944

THE *Rockingham* was commissioned on the 26th November, 1940, for service in the Fifth "Town" Flotilla, and left Halifax on the 7th December and St. John's on the 14th. She arrived at Belfast on the 20th December and Plymouth, England, on the 22nd, and was allocated to the Eighth Escort Group, Western Approaches Command, Liverpool.

In May, 1941, after escorting Atlantic convoys and taking part in submarine hunts, she reported only one engine in running order; repairs had to be taken in hand at Southampton between May and August, before she could resume escort duties from Londonderry.

Early in 1942, as part of the 22nd Escort Group, Londonderry, she formed part of the escort of N.A.1, the first of a series of Atlantic convoys, from Canada to Britain, designed primarily to carry Navy and Air Force personnel. She also escorted later convoys in this series, and in March accompanied troop convoy W.S.17 on the first stages of its journey to the Middle East via the Cape.

From June to October, 1942, she was refitting at the London Graving Dock, Poplar, England. On the 16th November, 1942, she left Londonderry, in Ireland, to reinforce the escort of M.K.F.1, the first convoy to return to the United Kingdom from North Africa after the Allied landings there on the 8th—Operation Torch. During 1943 she continued Atlantic convoy duty with B.1 Unit, Londonderry, chiefly in northern latitudes, but in July enjoyed a welcome change when she took part in anti U-boat operations in the Bay of Biscay. Early on the 12th July she was sent to assist the *California* and *Duchess of York*, which had been attacked and sunk, when in a troop convoy from the United Kingdom to Freetown, by six Focke Wulf aircraft 300 miles west of Vigo.

Between August and December, 1943, she was in dockyard hands at Belfast, Ireland, and was afterwards allocated for duty as a target ship for aircraft training at Rosyth in Scotland. While thus employed, she struck a mine on the 27th September, 1944, 30 miles south-east of Aberdeen, and though efforts were made to save her, had to be abandoned, and sank in 56° 29′ N, 0° 57′ W, fortunately with the loss of only one life.

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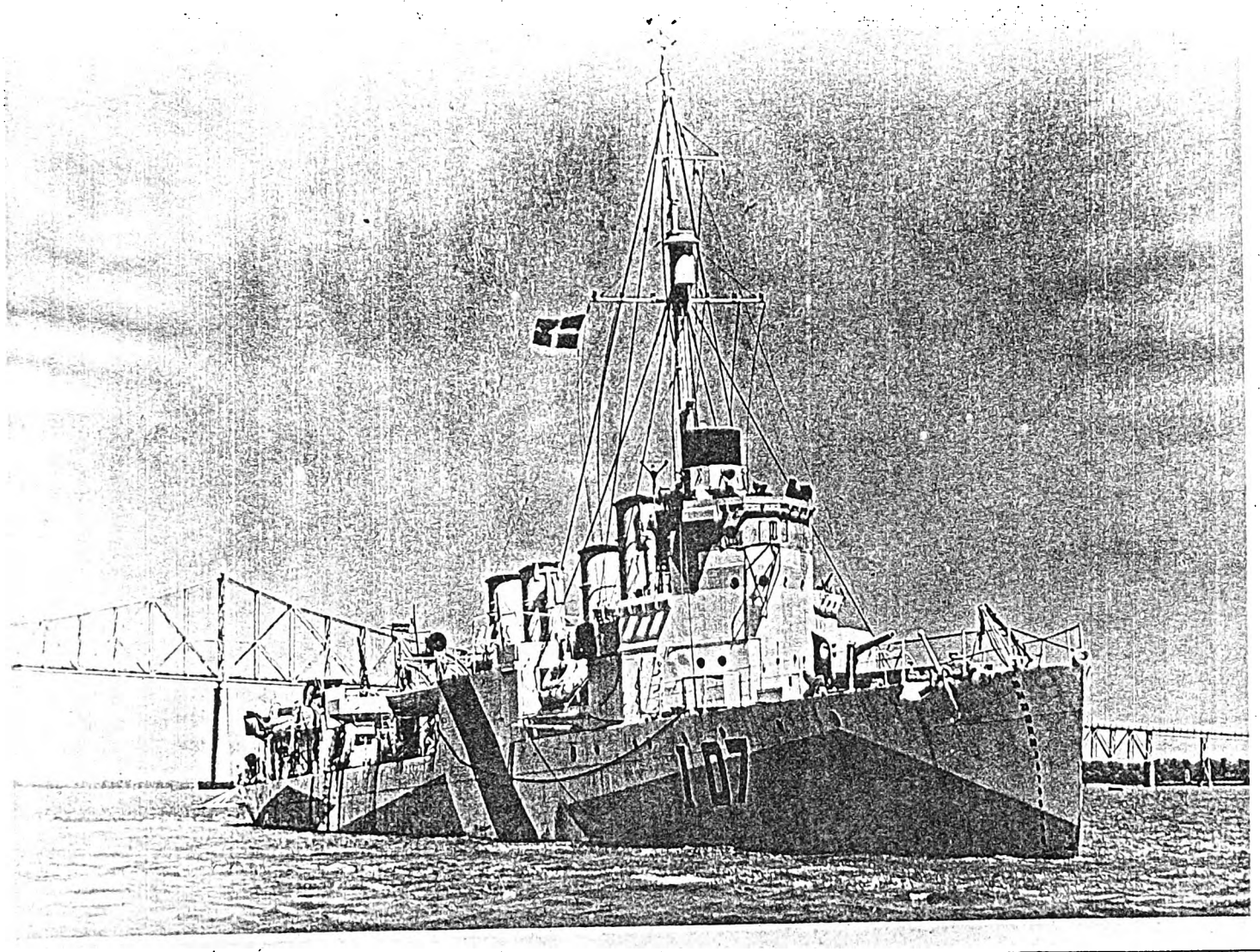

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H.M.S. ROXBOROUGH

(*U.S.S. Foote*)

Commanding Officers,

Lieutenant-Commander V. A. Wight-Boycott, O.B.E., R.N.	November, 1940
Lieutenant-Commander A. C. Price, R.N.	June, 1942
Lieutenant-Commander M. C. Morris, R.N.	February, 1943
Lieutenant F. L. Boyer, R.N.	October, 1943
Commander E. G. Skinner, R.C.N.R.	December, 1943

THE *Roxborough* was commissioned on the 23rd September, 1940, for service in the Second "Town" Flotilla, and left Halifax, Nova Scotia, on the 29th for the United Kingdom, but had to return on the 6th October owing to excessive fuel consumption. After being overhauled, she left Halifax once more, and arrived at Belfast, Ireland, on the 22nd December and Plymouth, England, on the 27th.

She was allocated to the Second Escort Group in the Western Approaches Command, working from Londonderry, and on the 16th April, 1941, stood by the British motor vessel *Swedru*, which sank after an air attack on Convoy S.L.69 in 55° 21′ N, 12° 50′ W. On the 2nd May, the *Roxborough* exploded a mine 800 yards off while steaming at 25 knots in 53° 40′ N, 04° 25′ W.

During the following month she was transferred to the Fourth Escort Group, Western Approaches Command, Greenock, and was repaired in the Clyde in September. On the 12th January, 1942, however, she arrived at Charleston, South Carolina, for refit, and when ready for sea on the 20th March proceeded to Halifax to join the Western Local Escort Force. On the 24th June, she ran aground off Chebogue Head Light, but was refloated the same day, and was towed into Halifax.

On the night of 14th-15th January, 1943, the *Roxborough*, when about 300 miles south of Cape Farewell, Greenland, sustained severe damage and casualties during one of the worst spells of Atlantic weather within living memory.

A heavy sea ripped open the bridge superstructure, wheel house and radio cabinet, crushing the Captain's cabin on the upper deck level under the bridge and killing her Captain, Lieutenant-Commander A. C. Price, R.N. Ten others were also trapped in the upper bridge. All were injured and caught in the mass of twisted steel with the seas still breaking over them. Among them was Lieutenant G. Osborne, R.N.V.R., the Second-in-Command. The command of the *Roxborough* devolved upon Lieutenant G. M. Greenwood, a 23-year old R.C.N.V.R. officer, who stumbled from his bed through ankle deep water in the wardroom to the upper deck to find the ship completely out of control and smashing into the heavy seas. He got her into secondary steering, turned her round away from the seas to give the rescue party on the bridge a chance to work, and headed for Newfoundland. For his action he was mentioned in despatches.

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The ship's doctor, Surgeon-Lieutenant James Watt, R.N.V.R., worked for no less than seventeen hours under appalling conditions in an emergency operating theatre in the stokers' mess, under lights rigged by torpedomen, and with his instruments in canned goods cartons screwed down to the table. Steadied by an assistant against the violent roll of the ship, he performed nine operations, set compound fractures, and worked on shock cases. The First Lieutenant unfortunately died on the operating table, but thanks to Lieutenant Watt all the other injured men recovered.

On the 12th February, 1943, the *Roxborough* left Newfoundland for Charleston, South Carolina, where she remained under repair till April, when she returned to Halifax to rejoin the Western Support Force. During the remainder of the year she escorted a number of important convoys across the Atlantic, but on 10th December was released from operational duty to return to the United Kingdom. She left Halifax on the 29th December, calling at the Azores on the way and arrived in the Tyne on the east coast of England on the 10th January, 1944. Here for a time she became a unit of the Reserve Fleet but on the 1st August, 1944, was transferred to the Russian Navy and renamed *Zhostkyi* (*Hardy*). She arrived at Rosyth on return from service in Russia on the 4th February, 1949, and was formally handed back to the Royal Navy on the 7th.

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H.M.S. ST. ALBANS

(*U.S.S. Thomas*)

Commanding Officer,
COMMANDER F. E. WILMOT-SITWELL, R.N. October, 1940

THE *St. Albans* was commissioned for service in the Second "Town" Flotilla on the 23rd September, 1940, and sailed on the 29th for the United Kingdom, calling at St. John's, Newfoundland on the way. She arrived at Belfast on the 8th October. A week later the *St. Albans*, *St. Mary's*, *Bath* and *Charlestown* were attached to the First Minelaying Squadron as a permanent escort force, under the order of the Rear-Admiral (Minelayers) on the west coast of Scotland, and took part in some of its earliest mine-laying operations in the Denmark Strait, between Iceland and Greenland.

Between these operations the *St. Albans* was employed escorting convoys. On the 17th and 18th January, 1941, she took part in the search for the liner *Almeda Star* which had been sunk by U-boat in 58° 16′ N, 13° 40′ W. The following month she left the Minelaying Squadron for repairs at Chatham before being handed over to the Norwegian Navy, to which she was transferred on the 14th April, 1941. On the 3rd May, she was damaged in a collision off Scapa with the minesweeping trawler *Alberic*, which was sunk. After being repaired she joined the Seventh Escort Group, Liverpool, and on the evening of the 18th June, picked up twenty survivors including the captain of the British motor vessel *Empire Dew*, which had been sunk on the 12th June in 51° 09′ N, 30° 16′ W, and brought them to Liverpool.

On the 3rd August, 1941, she scored a great triumph when, in company with the destroyer *Wanderer* and the corvette *Hydrangea*, she sank the enemy submarine U.401 in 50° 27′ N, 19° 50′ W, while escorting Convoy S.L.81 from Sierra Leone to the United Kingdom. The *St. Albans* made several more attacks on U-boats in the course of escorting Gibraltar and Sierra Leone convoys, but could not claim another "kill."

On the 8th October, 1941, the *St. Albans* was damaged in a heavy gale while escorting Convoy O.N.22, in 62° 48′ N, 24° 42′ W. Next day the sea was still rising, but she reached Reykjavik, Iceland, safely on the 10th.

The Commander-in-Chief, Western Approaches, in a commendatory signal on the 12th October, announced that the steaming performance of *St. Albans* during the previous three months reflected great credit on all concerned.

During 1942 the *St. Albans* continued on escort duties with the Seventh Escort Group, at Liverpool, and in March escorted the aircraft carrier *Illustrious* from Liverpool to the Clyde.

The following month she was escorting the Russian convoy P.Q.15 when it was heavily attacked by enemy submarines and aircraft and lost three ships from air attack. On the 2nd May by a sad mischance, she and the minesweeper *Seagull* unfortunately sank the Polish submarine *Jastrzab* (ex British P.551), which was 100 miles out of the correct covering position.

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On the 25th May, 1942, the *St. Albans* joined the Liverpool Special Escort Division. Among the ships she escorted in June was the great Cunard-White Star liner *Queen Elizabeth* on the early stage of a trooping voyage to the Middle East via the Cape.

After refitting at Falmouth between July and October, 1942, the *St. Albans* rejoined the Liverpool Special Escort Division till the end of the year. In January, 1943, she was employed temporarily as a target vessel in the Moray Firth in Scotland during the training of Coastal Command aircraft. On the 1st March, she was attacked by aircraft in 56° 20′ N, 1° 12′ E, while searching for a Norwegian merchant ship which was attempting to break out from Norway, but fortunately escaped undamaged.

She then joined the Western Local Escort Force at Halifax, Nova Scotia, and was there based for Atlantic convoy duty till the end of the year.

On the 29th December, she left Halifax for the United Kingdom, and on the 10th January, 1944, arrived in the Tyne, where she became a unit of the Reserve Fleet. On the 16th July, 1944, she joined the Russian Navy and was renamed *Dostoinyi* (*Worthy*). She arrived at Rosyth, Scotland, on her return from service with the Russian Navy on the 28th February, 1949.

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H.M.C.S. ST. CLAIR

(*U.S.S. Williams*)

Commanding Officers,

Lieutenant-Commander D. C. Wallace, D.S.C., R.C.N.R.	September, 1940
Lieutenant-Commander G. O. Baugh, O.B.E., R.C.N.R.	April, 1942
Temporary Lieutenant J. E. Burnett, R.C.N.V.R.	March, 1944

THE *St. Clair* was one of the six American destroyers allocated to the Royal Canadian Navy, and was taken over by the Canadians on the 24th September, 1940, at Halifax. She left St. John's, Newfoundland, on the 4th December, and arrived in the Clyde on the 11th. After being in dockyard hands at Plymouth in January and February, 1941, she joined the Fourth Escort Group, Greenock, in the Western Approaches Command, for Atlantic convoy duties, and on the 9th May, unsuccessfully attacked a U-boat in 54° 42′ N, 14° 00′ W, while escorting Convoy H.G.60 from Gibraltar. Towards the end of the month she took part in the search for the German battleship *Bismarck*, which was sunk on the 27th. After the sinking of the *Bismarck* the British ships ran the gauntlet of heavy enemy air attacks on their way back to base. The destroyer *Mashona* was sunk, and the *St. Clair* and *Sherwood* escorted the destroyer *Tartar* to Londonderry with her survivors. The *St. Clair* was credited with having shot down one of the enemy aircraft and probably another.

Early in June, she proceeded to Halifax, and on the 17th was damaged in collision with the steamship *Clam*, but was able to continue working with the Newfoundland Escort Force. On the 27th January, 1942, she brought into Halifax twenty-one survivors from the Norwegian motor tanker *Nyholt*, which had been sunk in 45° 46′ N, 54° 18′ W, by an enemy submarine on the 17th.

Throughout the years 1942 and 1943 the *St. Clair* rendered further invaluable service escorting Atlantic convoys. In January, 1944, she became a submarine depot-ship at Halifax, and was paid off in August, 1944, after which she was used as a fire-fighting and damage control school until the end of the war in Europe.

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H.M.C.S. ST. CROIX

(*U.S.S. McCook*)

Commanding Officers,

Commander H. Kingsley, R.C.N.	October, 1940
Lieutenant-Commander A. H. Dobson, D.S.C., R.C.N.R.	January, 1942

THE *St. Croix*, like the *St. Clair*, was one of the six American destroyers allocated to the Royal Canadian Navy, and was taken over by the Canadians on the 24th September, 1940, at Halifax. She left Halifax on the 30th November, and after calling at St. John's, Newfoundland, was ordered on the 6th December to assist a ship in distress in 52° 19′ N, 22° 25′ W. Two days later she was hove to in heavy weather in 54° 34′ N, 35° 25′ W, and was out of touch with her consorts, the *Niagara* and *St. Clair*. The British battleship *Rodney* was ordered to search for her. On the 10th, she proceeded southward in order to obtain better weather conditions, for she was unable to steer eastward owing to heavy following seas and frequent steering gear breakdowns. The British armed merchant cruiser *Montclare* was asked to try to locate her and escort her towards St. John's if she needed assistance. The *St. Croix*, however, returned safely to St. John's on the 13th, and three days later sailed for Halifax. She left Halifax on the 17th, escorting the British battleship *Revenge*, and for the next two and a half years rendered invaluable service in the defence of shipping in the Western Atlantic.

On the 24th July, 1942, she scored a great triumph while escorting Convoy O.N.113, when she sank the German submarine U.90 in 48° 12′ N, 40° 56′ W, over 700 miles east of St. John's, Newfoundland.

In February and March, 1943, she escorted Convoy K.M.S.10, one of the "Torch" build-up convoys for the Allied Armies in Tunisia, and the return Convoy M.K.S.9. While escorting K.M.S.10 she scored another splendid triumph on the 4th March, when, with the help of the Canadian corvette *Shediac*, she sank the German submarine U.87 in 41° 36′ N, 13° 31′ W, west of Oporto. Both convoys were also attacked by aircraft.

In August, 1943, the *St. Croix* was transferred to the Western Approaches Command, and on the 15th September left Plymouth with Escort Group 9 to carry out an anti-submarine patrol in the Bay of Biscay. That month, the enemy, after a lull of four months, assisted by the use of a new acoustic homing torpedo, renewed mass submarine attacks on the North Atlantic convoys. On the 20th September, while hunting a submarine, the *St. Croix* was twice torpedoed in 57° N, 31° 10′ W, and sank. The frigate *Itchen*, which picked up a number of her crew, was torpedoed and sunk in 53° 25′ N, 39° 42′ W, two days later, with heavy loss of life. The *St. Croix* was the thirteenth Canadian naval ship lost in the war. Her destruction involved the heaviest loss of life, for there was only one survivor among the 147 persons on board. Surgeon-Lieutenant William Lyon Mackenzie King, a nephew of Canada's Prime Minister, was among those lost.

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H.M.C.S. ST. FRANCIS

(*U.S.S. Bancroft*)

Commanding Officers,

Lieutenant-Commander C. A. Rutherford, R.C.N.	August, 1941
Lieutenant-Commander F. C. Smith, R.C.N.R.	July, 1942
Lieutenant-Commander H. V. W. Groos, R.C.N.	February, 1943
Temporary Lieutenant-Commander J. F. Watson, R.C.N.R.	January, 1944

THE *St. Francis* was another of six of the American destroyers allocated to the Royal Canadian Navy, and was taken over by the Canadians on the 24th September, 1940, at Halifax. She was among the ships which searched for the German Pocket-battleship *Admiral Scheer*, after the attack on Convoy H.X.84 and the sinking of the British armed merchant cruiser *Jervis Bay* on the 5th November.

She left Halifax on the 15th January, 1941, and arrived in the Clyde on the 26th January. After docking at Plymouth, she joined the Fourth Escort Group at Greenock, and on the 20th May rescued all the officers and men of the steamship *Starcross*, which had to be sunk after being torpedoed by a submarine in 51° 45′ N, 20° 45′ W. At the end of June, she escorted the Clyde portion of troop Convoy W.S.9B for the Middle East, and in July joined the newly formed Newfoundland Escort Force.

From 1941 to 1943 she rendered invaluable service in the defence of shipping in the Atlantic and made several attacks on enemy submarines, including one on the 13th July, 1942, when she dropped depth charges on a contact, but had to abandon the attack at midnight in order to rejoin her convoy.

From August, 1942, till the end of the year she was one of the Canadian mid-ocean Escort Force based on St. John's.

After refitting at Halifax she joined Escort Group C.2 in the Western Approaches Command in June, 1943, but was transferred to the Ninth Escort Group (R.C.N.), working from Londonderry, in August. She returned to the Western Local Escort Force at Halifax the following month. From early in 1944 after refitting at Shelburne, she was employed on training duties at Digby, where on the 1st April, 1945, she was declared surplus.

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H.M.S. ST. MARY'S

(*U.S.S. Doran*)

Commanding Officers,

Lieutenant-Commander K. H. J. L. Phibbs, R.N.	October, 1940
Lieutenant D. B. G. Dumas, R.N.	February, 1943

THE *St. Mary's* was commissioned for service in the Second "Town" Flotilla on the 23rd September, 1940. She left North America on the 29th for the United Kingdom, and after calling at St. John's on the way arrived at Belfast, Ireland, on the 8th October. A week later with the *St. Albans, Bath* and *Charlestown* she was attached to the First Minelaying Squadron as part of a permanent escort force.

The *St. Mary's* arrived on the west coast of Scotland on the 31st October, and took part in some of its earliest minelaying operations in the Denmark Strait, between Iceland and Greenland. Between these operations she escorted a number of convoys, among them Convoy W.S.5A carrying troops to the Middle East. It was this convoy which on Christmas Day, 1940, was attacked by the German battlecruiser *Admiral Hipper*, after the *St. Mary's* had returned to the Minelaying Squadron. During 1941 she took part in most of the Squadron's minelaying operations and also rendered valuable service in the defence of shipping. On the 29th August, 1941, she was in collision with the commissioned transport *Royal Ulsterman* off the west coast of Scotland, and was in dockyard hands at Liverpool till December. She continued to carry out her minelaying and shipping defence duties in 1942 and 1943, but between July and November, 1942, was again in dockyard hands, this time at Newport, Monmouthshire.

On the 23rd December, 1942, while serving temporarily under the orders of the Admiral Commanding Orkneys and Shetlands, she ran aground in Lerwick Harbour in the Shetland Islands, but was refloated on the 27th, and was repaired at Leith, in the Firth of Forth. In February, 1944, she paid off in the Tyne, and remained there till the end of the war.

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H.M.S. SALISBURY

(*U.S.S. Claxton*)

Commanding Officers,

Commander E. G. A. Clifford, R.N.	January, 1941
Lieutenant-Commander M. H. R. Crichton, R.N.	February, 1941
Commander C. G. Thompson, O.B.E., R.N.	October, 1942
Commander B. J. de St. Croix, R.N.	February, 1943
Commander A. F. C. Layard, D.S.O., R.N.	September, 1943

THE *Salisbury* was commissioned on the 5th December, 1940 and arrived at Belfast on the 30th. Adopted by the city of Salisbury, Wiltshire, she was allocated to 2nd Escort Group, Western Approaches Command, and later to the 4th Escort Group in the same Command, and was employed escorting Atlantic convoys from 1941 to 1943.

The C.-in-C. Western Approaches in a signal on the 12th October, 1941, said: "Steaming performance of *Salisbury* during the past three months reflects great credit on all concerned."

On the 15th October, 1941, the *Salisbury* proceeded to the assistance of the S.S. *Empire Waterhen*, which had broken down in 57° 37′ N, 06° 55′ W, and provided cover while disabled vessel was towed to a Scottish port.

The *Salisbury* refitted at Rosyth between October, 1941, and March, 1942, and in April provided additional escort for the United States carrier *Wasp* from 40° North to the United Kingdom on her return from Operation Calendar (ferrying forty-seven aircraft to Malta).

In May, 1942, she formed part of Force W in Operation Bowery (a repetition of Calendar), when the aircraft carriers U.S.S. *Wasp* and H.M.S. *Eagle* flew off sixty-two Spitfires which arrived at Malta during an air raid and were in action within 35 minutes of landing. They completely turned the tables in the heavy air battle which developed, for thirty enemy aircraft were destroyed for the loss of only three Spitfires. It was on this occasion that the Prime Minister, Mr. Churchill, sent a telegram to the Captain and Ship's Company of the *Wasp*, "Many thanks to you all for timely help. Who said a wasp couldn't sting twice?"

The *Salisbury* returned to the Clyde on the 17th May and was employed escorting Atlantic troop convoys.

In September, 1942, she was lent to the Royal Canadian Navy and joined the Western Local Escort Force at St. John's, Newfoundland.

Refitted and retubed at Charleston, South Carolina, between November, 1942 and January, 1943, she once more resumed escort duty with Atlantic convoys.

On the 6th April, 1943, she arrived at Boston, U.S.A., and was under refit till 8th June, when she returned to the Western Local Escort Force at Halifax.

By November, 1943, newer escorts were available, and the *Salisbury* was reduced to care and maintenance at Halifax, being paid off on the 10th December. In April, 1944, an offer to return her to the U.S.A. was declined, as towage could not be arranged, and it was requested that steps should be taken to dispose of her. On the 22nd April, 1944, Canadian Naval Service Headquarters, Ottawa, ordered her to be prepared for disposal as scrap, and she was sold out of service on the 26th June, 1944.

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H.M.S. SHERWOOD

(*U.S.S. Rodgers*)

Commanding Officer,

LIEUTENANT-COMMANDER S. W. F. BENNETTS, R.N. October, 1940

THE *Sherwood* was commissioned for service in the Fourth "Town" Flotilla on the 23rd October, 1940, and left Halifax for the United Kingdom on 1st November, calling at St. John's, Newfoundland, on the way.

She was on passage when the German pocket battleship *Admiral Scheer* attacked Convoy H.X.84 on the 5th November and sank the British armed merchant cruiser *Jervis Bay* and five merchant ships. The "Town" class destroyers were ordered to close the position, rescue any survivors, shadow the enemy by day and attack her by night, but could find no trace of either enemy or survivors. On the 7th, the *Sherwood* returned to St. John's with engine defects, but was able to sail again on the 12th for the United Kingdom, and arrived at Belfast on the 18th, Plymouth, England, on the 23rd and at Portsmouth on the 26th. Her engines were overhauled at Portsmouth before she joined the Twelfth Escort Group, Western Approaches Command at Londonderry. In April, 1941, this group was transferred to Iceland.

In May, 1941, the *Sherwood* was one of the many ships which searched for the German battleship *Bismarck*, which was sunk on the 27th. After the sinking of the *Bismarck*, with other British ships she ran the gauntlet of heavy enemy air attacks on the way back to base. During these the destroyer *Mashona* was sunk, and the *St. Clair* and *Sherwood* escorted the destroyer *Tartar* to Londonderry with her survivors.

In July, 1941, the *Sherwood* was allocated to the Newfoundland Escort Force, but did not join, as she needed two months' repairs in the Clyde, and when ready for sea joined the Second Escort Group, Western Approaches, at Londonderry. In November she was transferred to the 22nd Escort Group at the same base.

In February, 1942, the *Sherwood* accompanied the aircraft carrier *Formidable* during her trials, and in March rendered the same service to the aircraft carrier *Illustrious*. At the end of the month she went to Liverpool, and remained there under repair till August.

From August till October, 1942, she served as a target ship for the training of aircraft from the Royal Naval Air Station, Fearn, Scotland, and then joined the Newfoundland Command, for service with task units based on St. John's. In February, 1943, she returned to the Western Approaches Command, joining Unit C.2 at Londonderry. During March she took part in Operation "Torch", escorting Convoy K.M.S.11, one of the build-up convoys of troops and supplies for the Allied Armies in Tunisia, and returned to the United Kingdom, escorting Convoy M.K.S.10. Convoy K.M.S.11 was attacked by hostile aircraft and submarines between the 19th and 22nd March, and on the 22nd the *Sherwood* attacked a U-boat without result.

By May, 1943, the *Sherwood* was virtually worn out and was paid off into dockyard control at Chatham, her auxiliary machinery, propellers, deck fittings and guns being removed for use as spares. In September, she was prepared for use as a target for rocket projectile fire by Beaufighter aircraft, and on the 30th left the Nore in tow for the Humber, where she was beached in shallow water for these trials.

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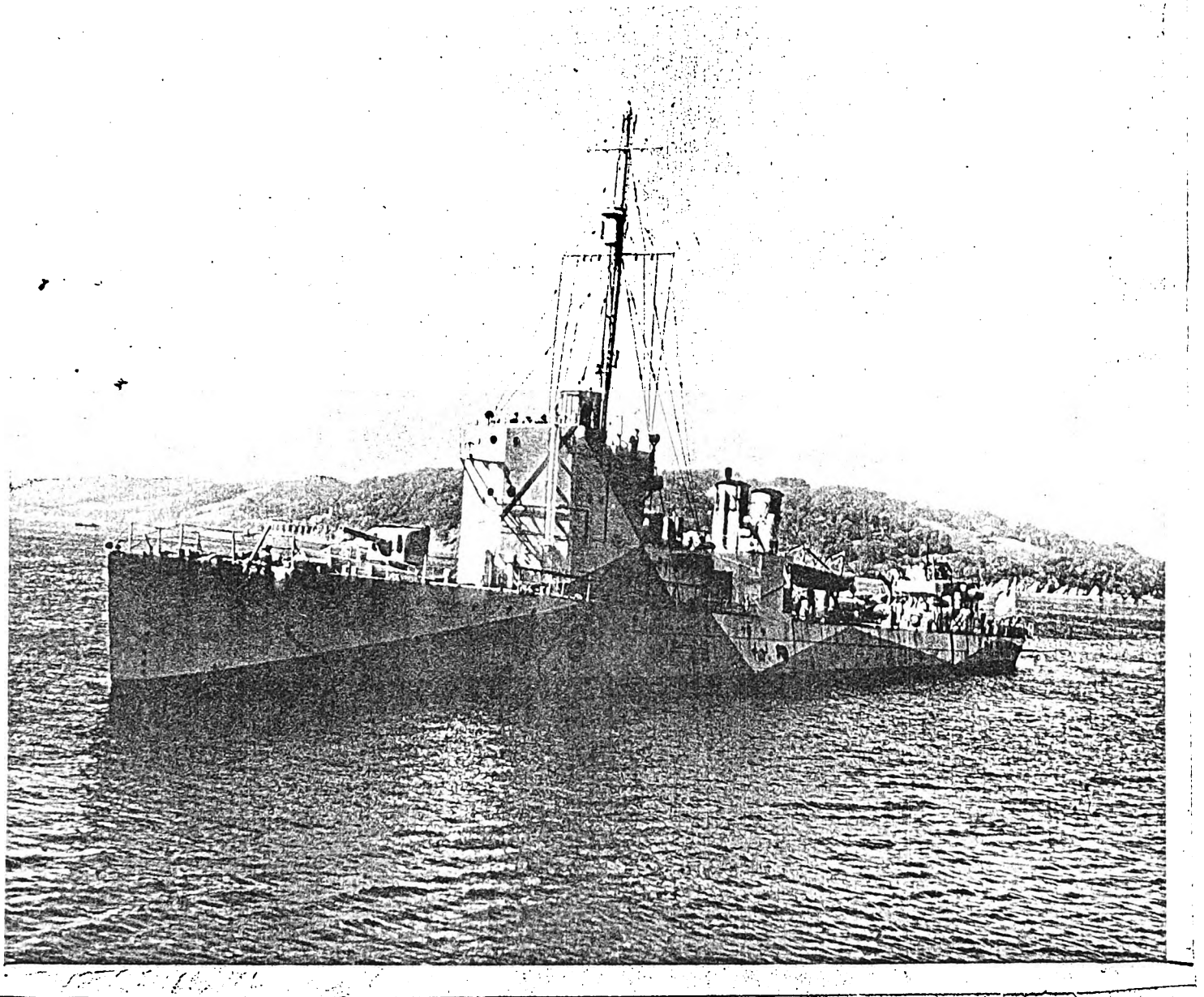

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H.M.S. STANLEY

(*U.S.S. McCalla*)

Commanding Officers,

Lieutenant-Commander D. B. Shaw, R.N.	April, 1941
Lieutenant R. B. Stannard, V.C., R.N.R.	December, 1940

THE *Stanley* was commissioned on the 23rd October, 1940, for service in the Fourth "Town" Flotilla, and left Halifax on the 1st November for the United Kingdom. She was at St. John's on the 5th November when the German pocket battleship *Admiral Scheer* attacked Convoy H.X.84 and sank the British armed merchant cruiser *Jervis Bay* and five merchant ships. The next Halifax convoy, H.X.85, was ordered back, and the *Stanley* was sent out to meet it about sixty miles out and escorted fifteen of its ships to Trinity Harbour. After being delayed at St. John's by defects, she sailed with the *Rockingham* on the 14th December and arrived at Plymouth, where she was taken in hand for repairs and conversion to a convoy escort vessel on the 2nd January, 1941.

She was ready for service by August, 1941, and was allocated first to the Londonderry Sloop Division, Western Approaches Command, and then to the Fortieth Escort Group. One of the first convoys she escorted was W.S.12, carrying troops and military stores for the Army in the Middle East, which she accompanied as far as Freetown, Sierra Leone. From there she brought home a trade convoy, S.L. 94, leaving on the 30th November. In mid-December, 1941, she joined Convoy H.G.76 from Gibraltar to the United Kingdom. This convoy had a most adventurous passage. It left Gibraltar on the 14th December and after several submarine alarms, an aircraft from the auxiliary carrier *Audacity* reported a submarine 22 miles on the port beam of the convoy on the 17th. This resulted in a splendid success when the *Stanley* and four other escorts sank the enemy in 34° 12′ N, 13° 35′ W, west of Cape Spartel. The submarine was U.131, and 55 survivors were picked up.

Next day, the 18th December, the *Stanley* and *Blankney* scored another brillant success. The *Stanley* reported a submarine six miles away on the port quarter and with the *Blankney* forced it to the surface and sank it, in 36° 15′ N, 15° 48′ W, over 300 miles west of Gibraltar. The submarine was U.434, and forty-two of her crew of forty-four were picked up.

Early next morning, 19th December, the *Stanley*, stationed astern of the convoy, reported yet another submarine. Half an hour later the *Stanley* was unfortunately torpedoed in 38° 12′ N, 17° 23′ W, west of Lisbon and blew up with a violent explosion, only twenty-five survivors being picked up.

Revenge came swiftly, for the sloop *Stork* immediately counter-attacked and within twelve minutes the submarine, U.574, was sunk by ramming and depth charges, with the loss of all but sixteen members of her crew.

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H.M.S. WELLS

(*U.S.S. Tillman*)

Commanding Officers,

Lieutenant-Commander E. J. Lee, R.N.	February, 1941
Lieutenant L. J. Pearson, R.N.	October, 1941
Lieutenant F. W. M. Carter, R.N.	February, 1943
Lieutenant-Commander D. D. Bone, R.N.	May, 1943
Lieutenant C. A. H. Owen, D.S.C., R.N.	November, 1944
Temporary Lieutenant A. P. Tomkins, R.N.V.R.	April, 1945

THE *Wells* was manned by a care and maintenance party of the Royal Canadian Navy at Halifax before being commissioned by a Royal Navy crew on the 5th December, 1940. Four days later, she was damaged in collision with the *Newmarket* and was unable to leave Halifax for the United Kingdom till the 4th February, 1941, when she sailed in company with the *Newark*. The two ships encountered a heavy gale, in which the *Wells* lost her topmast.

On her arrival in the United Kingdom the *Wells* was allocated to the 17th Destroyer Division, which provided escorts for the First Minelaying Squadron under the Rear-Admiral (Minelayers), and carried out a number of mining operations from the West Coast of Scotland.

Between these operations the *Wells* escorted a number of convoys to and from Iceland, and on the 10th June, 1941, unsuccessfully attacked a submarine in 62° 37′ N, 18° 37′ W, south of Iceland. Two days later she encountered another submarine, in 55° 50′ N, 7° 03′ W, west of Scotland, but was damaged by the explosion of her own depth charges and had to abandon the attack. She was able, however, to resume duty with the minelayers and Iceland convoys.

During the autumn she refitted at Hull, and on the 16th January, 1942, soon after her return to duty, answered an S.O.S. from the American steamship *R. J. Cullen*, which had run ashore on the south-east side of Barra Island, in the Outer Hebrides, west of Scotland. No ship's boat could hope to live in the heavy seas which were running, but the *Wells* stood by till the arrival of lifeboats and tugs, and all the crew were taken safely ashore.

On the 8th March, 1942, the German battleship *Tirpitz* was located off North-West Norway, during the passage of the Russian convoy P.Q.12. The *Wells* was immediately placed at the disposal of the Commander-in-Chief, Home Fleet, but the *Tirpitz* failed to locate the convoy.

On the 14th May, the *Wells* and the *Brighton* were escorting two United States transports when they were bombed in 61° 33′ N, 12° 24′ W, 170 miles west of the Faroes, but escaped damage. During November the *Wells* escorted Convoy K.X.6, carrying supplies to the Allied Armies in North Africa. She returned with Convoy M.K.F.3 (Mediterranean to United Kingdom, Fast), and in December resumed escort duties with the Iceland convoys.

She continued on minelaying and convoy escort duties between the West Coast of Scotland and Iceland till the 17th Destroyer Division was transferred to Rosyth in August, 1943. From then until the end of 1944, she was protecting coastal convoys between the Thames and Firth of Forth in the Rosyth Escort Force.

Early in 1945, after refitting in the Clyde, she became a target ship for aircraft training in the Western Approaches Command, but after the end of the War was reduced to reserve at Greenock.

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